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SOUTH AUSTRALIAN FACSIMILE EDITIONS NO. 19

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SOUTH AUSTRALIA.

AN

EXPOSURE

OF THE

ABSURD, UNFOUNDED, AND CONTRADICTORY
STATEMENTS

JAMES'S

"SIX MONTHS IN SOUTH AUSTRALIA."

BY JOHN STEPHENS,

AUTHOR OF THE "HISTORY OF SOUTH AUSTRALIA."

"The real slanders of the Colony are a few half-witted persons who have served their very bitter, and who, not content with satisfying their own vanity for the gratification of their private friends, are ambitious to see their invective in print."—South Australian Gazette.

LONDON:

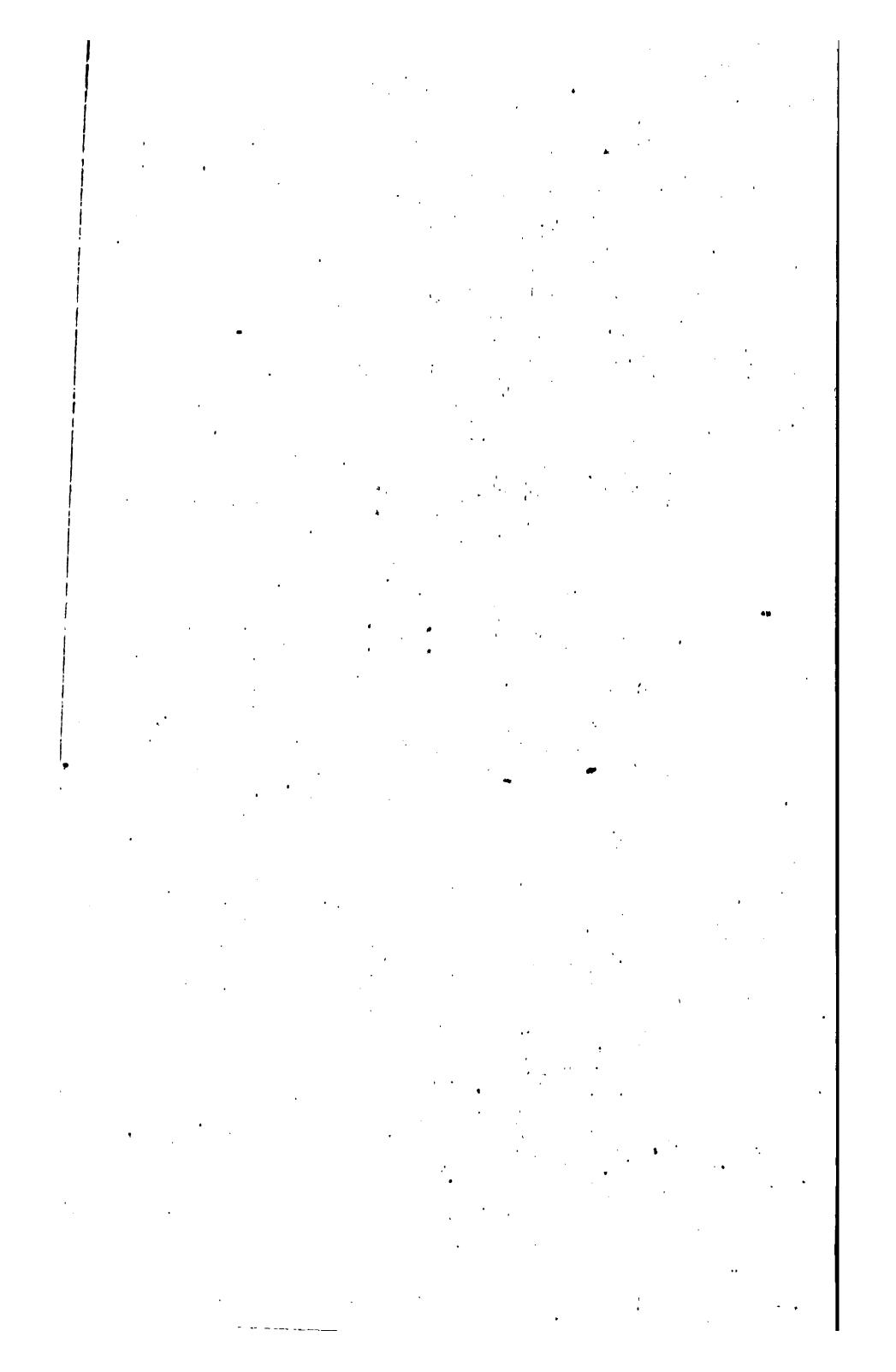
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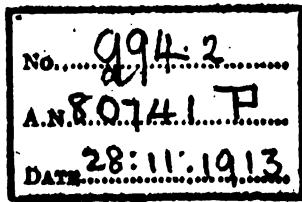
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INTRODUCTION.

THE Colony of South Australia has never been without opponents; but these have, for the most part, been anonymous newspaper correspondents, or impersonal editors of the periodical press. Mr. James, the author of "Six Months in South Australia," is the first person who, having been in the colony, has written against it, giving his name as a voucher for the truth of his statements. From the day when his intended publication was heralded by a long quotation in the *Times* from its unpublished pages, to that of its appearance, expectation was on tiptoe; and every one who felt the least interest in South Australia was curious to know what this "eye-witness" might have to say about it. We confess we had our suspicions when we found that his narrative of his residence therein was to be associated with "some account" of the other Australian colonies.* We concluded, however, that he would at least furnish the public with some new and interesting accounts of the aboriginal inhabitants and of the natural productions of the soil. But all that he tells us about the former, and that incidentally, is, that they were "stark naked;" while as to the latter he says, page 137, "A good deal has been said by the too sanguine friends of the Colony living in England about the natural productions of South Australia; but, had they seen the country they were so delighted to converse about, they would have been satisfied to pass over this section in silence"—and there he leaves us just as wise as before! And this is what he calls in his preface "a short and familiar, rather than a full and laboured account of the place, its *precious* productions," &c.

The work is written in a loose and flippant style. It is neither divided into regular chapters or sections, nor are the author's remarks on any one subject continuous, but dispersed and disjointed, so as almost to oblige the reader to compile an index for himself if he would arrive at the meaning, or estimate the extent

* "Six Months in South Australia; with some Account of Port Philip and Portland Bay, in Australia Felix; with Advice to Emigrants; to which is added a Monthly Calendar of Gardening and Agriculture, adapted to the Climate and Seasons. By T. Horton James, Esq. London: Cross, Holborn."

of the information communicated. For instance, Mr. James begins with a description of the passage out, the etiquette to be observed on board, &c.; and then, on page 173, we find an article headed "the voyage out;" his "impressions on landing" are placed *after* his description of the country, its climate, soil, &c.; and he interjects scraps and theories about the adjacent colonies, until one is apt to imagine oneself elbowed by a convict, or in danger of being murdered by a party of bush-rangers!

Mr. James's aspersions of South Australia being thus scattered through his book, it is impossible, as the *South Australian Record* justly observes, "to meet categorically all the charges which it is meant to convey against the colony; indeed, the aim of the writer seems to have been rather to avoid the responsibility of direct and definite charges, and to effect his insidious object of deterring settlers from the province (for it is useless to affect blindness to his real intention, though his motives are beyond conjecture), by means of a general tone of depreciation." If Mr. James flattered himself that by this mode of dealing he should conceal the discrepancy of his statements, he will find out his mistake; for we have made it our business to bring them into comparison, and to track him through all his sinuous windings, that the public may see how discordant and even contradictory they are.

"At first glance," says the editor of the *South Australian Record*, "we feared the book might do harm, that it might retard the progress of colonization by alarming or disgusting emigrants; but on closer examination our fears were dissipated: the poison of invidious detraction carries its own bane with it, in the palpable evidence of its unhealthy nature. The most casual reader of the book, who has any acquaintance with the subject, and does not read print with the submissive deference of a child, merely because it is print, will at once perceive the inconsistencies, the spirit of misrepresentation, and the incapacity of the writer. Out of his own mouth will he be condemned."

To that condemnation we now address ourselves.

AN EXPOSURE, ETC.

"Six Months in South Australia," quoth Mr. James to his publisher, "will be a very taking title;" and so, undoubtedly, it is: and, although not quite in accordance with truth, it appears to have been deemed by them both so *imposing*, as to be worth the risk of detection. Nevertheless, Mr. James assures us, in his Preface, that his object was "neither fame nor profit."

Let not the purchasers of Mr. James's book suppose that they are buying "six months" of his experience and observation in the new colony. No such thing. For a reason that will hereafter appear (unlike all other writers of *voyages* and *travels*), he omits all mention of when and by what means he reached the country about which he writes. But we can supply the omission. He arrived at Port Adeiaide by the brig *Siren*, on the 19th of January, 1838; and left that port for England, *via* Launceston, by the *True Love*, on the 4th of May following: so that he was only *three months and a half*, instead of "six," in the colony! And yet, in a chapter which he entitles "Conclusion," page 205, with the coolest impudence imaginable, he says: "Upon the whole, then, *after a residence of six months in South Australia*," &c. But,

"If bad begins, there's worse remains behind."

The volume opens under an illusion. Mr. James wishes his readers to infer that he went to the colony direct from England; and hence, he says (page 2), "The best ships always sail from London to our Eastern colonies; and, *were I going out again to the colony*, I should never think of embarking at Liverpool, or any other out-port, but decidedly from London." Again: on page 132 we have the following repetition of the same expression. "The best thing," says he, "any person can do, before going out to the new colony, is, to go and agree with the company in Bishopsgate-street, to rent a section of 134 acres, at 15*l.* per annum, or half a section, at 8*l.* per annum. This is what *I* should do, in preference to buying, *were I going out again*." Elsewhere he gives an amusing description of the routine on board ship, and (page 173) of "the voyage out;" but it unwittingly comes out, on page 37, that he went to the colony, not from England, but from Sydney. "Coming," says he, "as the author did, from New South

Wales*, where there are few besides convict servants, it [the practice of overseers sitting down at table with their masters] struck him as equally strange and praiseworthy!"

But this is venial, compared with many of the contradictions that the volume contains. No sooner is our author fairly landed, "without the loss of either life or limb," although, according to his own account, frequently sticking fast in the mud, than he begins to ridicule the port. "This," he exclaims, "is Port Adelaide! Port Misery would be a better name; for nothing in any part of the world can surpass it, in everything that is wretched and inconvenient." He elsewhere describes its entrance as "a muddy creek"—"a narrow ditch" (only imagine, gentle reader, ships of 400 and 500 tons burthen sailing up "a narrow dirty ditch!")—the shore he calls "an uninhabitable swamp" (it is not a "swamp," and it is not only not "uninhabitable," but is inhabited), and the port "a horrid hole;" and the new comers he represents as being "filled with feelings of shame and disappointment at being so taken in."

It is not our intention to follow Mr. James through all his flights of fancy, or to reply to the "florid descriptions of the country or climate" with which his work is plentifully interlarded; but to grapple with his pretended "dry and simple detail of facts;" and, therefore, we will give him the benefit of his figures of speech, contenting ourselves with more tangible matter. Mr. James's first murmur of complaint, as we have already seen, is against the harbour; but ere we reply to his surly and silly mutterings, we must remind him that he has a very short memory, or is grossly deficient in arithmetical computation. On one page he declares that the new province has only *three* harbours, and in the next he makes out a *fourth*. Here are his words:—

"South Australia can boast of having one of the finest harbours in the world—the harbour of Port Lincoln. ** Though possessing a sea-coast of 1,600 miles in extent, there are only two other harbours at present known throughout the whole province: viz. Nepean Bay, in Kangaroo Island, and Victor Harbour, in Encounter Bay."—pages 8, 9.

Let us now hear all he has to say against Port Adelaide. On page 10, then, we read as follows:—

"The only other harbour worth mentioning in the colony is Port Adelaide, which is well enough for small vessels, after they are inside, being secure from accident; but, in any other respect, it is totally unfit for general purposes of commerce, and will never come to any thing, as amount of expenditure could make it available, except for the little trifling domestic trade in mangrove ashes, for the future soap-makers of the colony."

* "A horse! a horse! my kingdom for a horse!" exclaimed Richard the Third, when giving battle on Bosworth Field; and so said our hero, when meditating his exploratory tour from Sydney. Booted and spurred, off he set; and at page 178, of seq., he narrates the account of his "ride of six hundred miles from Sydney to Melbourne, through the district of Illawarra." From Port Philip he took ship to Launceston and thence per Siron to Adelaide, where, as the reader is already apprised, he arrived on the 19th of January, 1838; and yet he twice declare that he went to the colony direct from England!!

** The only other harbour worth mentioning in the colony is Port Adelaide."—page 10.

Without even those first requisites of wood and water, and without even ballast, how can it be expected to succeed ? This place can only be looked upon as a mere make-shift for the present, till Port Lincoln and Victor Harbour shall be established."

Now, in this paragraph, four things are affirmed of Port Adelaide : first, that, small vessels excepted, it is totally unfit for the general purposes of commerce ; secondly, that it is incapable of improvement ; thirdly, that it is destitute of wood, water, and ballast ; and, fourthly and lastly, that it ought only to be tolerated until it can be superseded by the opening of Port Lincoln and Victor Harbour. Let us examine each of these objections.

In reply to the first, it may be sufficient to state, that vessels of 400 and even 500 tons burthen have entered the harbour of Port Adelaide in safety ; and Captain Hindmarsh, the ex-governor, has stated, that he would not have hesitated to take in H.M.S. the *Buffalo*, of about 700 tons burthen. Lieut. Field, R.N., in a letter to Mr. Barrow, dated Port Adelaide, South Australia, June 26, 1838, (we quote from the transactions of the Royal Geographical Society,) speaking of the capabilities of Port Adelaide, states, that at the moment of his writing, twelve vessels, *three of them of 500 tons burthen*, were lying in the port ; and the *Southern Australian*, of July 28th, announces that the *Emerald Isle*, a fine vessel of 510 tons burthen, and drawing fifteen and a half feet water, had just entered the port.

Secondly, Port Adelaide, as the reader is probably aware, is a bar-harbour ; so are the port of Bristol, and those of Glasgow, Liverpool, Newcastle, and others ; but who finds fault with any of them ? Port Adelaide is, besides, subject to an irregular flow of the tides ; but these can now be pretty nearly reckoned upon by the observation of the harbour-master, and therefore no danger to the shipping need be apprehended, nor any inconvenience to passengers landing, unless, indeed, they persist in going on shore at low water ; and then they must not expect to pass dryshod any more than Mr. James and his party who had to carry their "new shoes and silk stockings" (save the mark !), and, after all, not only "stuck fast" in the mud, but "suffered considerably by falling down" in it ! But to say that the Port "is totally unfit for general purposes of commerce," and that "no amount of expenditure would make it available," are rash and untenable assertions.

The entrance is already buoyed down, and a mud-barge has been sent out by the commissioners ; but to make it every thing that could be desired, a few good jetties or landing places, which would probably cost a few thousand pounds, should be constructed ; and it has been suggested by several experienced captains, that a steam-tug ought to be provided, to assist vessels in entering and leaving the harbour, and in getting up and down between the bar and the place of discharge in blowing weather. But the testimonies of the captains alluded to are so recent and so much to the purpose, that we shall subjoin a portion of them. The first is addressed to the Editor of the *Southern Australian*, and is as follows :—

" Port Adelaide, July 11, 1830.

" The peculiar form and character of Port Adelaide are such, that great delays to ships are likely to occur between the bar and the landing place ; and, although the

harbour is safe and has the requisites for being made a commodious place of discharge for ships under 500 tons burthen, it is a question of great importance to owners and commanders of vessels, that time should not be unnecessarily spent after the arrival of vessels, until they commence to discharge, or between their discharge and going to sea. These delays, and consequent losses to the owners, would have been obviated, if there had been a steam-tug, for the use of which, both in entering and leaving the harbour, I feel satisfied, every master of a vessel would be willing to pay a sum, which, considering the trade likely to be carried on here, would amply remunerate the commissioners for the outlay. (Signed) J. MORDAUNT, Master of the ship *Canton*."

The next is addressed to Captain Mordaunt.

"Port Adelaide, July 11, 1838.

DEAR SIR.—Having been favoured by you with the sight of a letter addressed to the Editor of the *Southern Australian*, we beg to thank you for expressing so clearly our sentiments upon the subject in question. There is no doubt that the *river*, capable of being made a most safe and commodious harbour; but it is essential that facilities should be afforded to vessels entering and leaving it.

(Signed) JOHN HARR, Com. Ship *Henry Porcher*.

"W. D. COOK, Com. Ship *Eden*.

"ROBERT LAING, Com. Brig *Goshark*.

"ALEX. JAMESON, Com. Ship *Trusty*.

"To Capt. Mordaunt, Ship *Canton*."

But, thirdly, says Mr. James, Port Adelaide is destitute of wood, water, and ballast. Now, there is wood at the Port, (if of no other kinds, the "odious mangrove trees," with which, our florid author acknowledges, the "narrow dirty ditch" is "fringed on both sides," and "the dwarf-tea-trees," which, he says, skirt "its low swampy shores;") and plenty for fetching in the neighbourhood. Water, no doubt, is scarce; but it is regularly supplied from the city, and may hereafter be easily conveyed, at little expense, by means of pipes, the distance being only six miles—or obtained by boring; and, if there be no ballast, what have the numerous vessels done which have left the port? If there is nothing else, there is at any rate plenty of mud; and stone ballast, of the best kind, is procurable at Nepean Bay. Why, in Calcutta there is no common ballast but mud, and scarce any thing better in London without paying for it. But we are authorized by Captain Hurst to state, that he twice ballasted in Port Adelaide; and that there are, in his opinion, within that port, millions and millions of tons of white sand, sufficient to ballast a fleet of ten thousand sail, and procurable without difficulty or expense! He adds, that with the use of his long boat, he ballasted his vessel in the course of a single day.

Were further evidence required, in proof of the capabilities of Port Adelaide, it might easily be adduced. But mark the inconsistency of our disappointed author. Whilst, according to the resident Commissioner's dispatch, dated April 4, 1838, the harbour "would hold in perfect safety, at all times, upwards of 100 vessels,"—and vessels, as we have seen, of 500 tons burthen, Mr. James denounces it as well enough "only for small vessels," and "totally unfit for the general purposes of commerce;" and yet, on page 155, he declares, that Port Philip; with its few hundreds of inhabitants, and a wharf, according to his own statement, only capable of receiving at its side a few schooners of seventy tons, "as the navigation will not allow more than eight or nine feet draught of water,"—nevertheless, bids fair

to be one of the principal ports on the coast, "and will soon rival South Australia in wealth and importance."

But now for Mr. James's panacea for "Port Misery," and all the evils that are likely to result from Colonel Light's "folly" in selecting it as the port of the chief city. "South Australia," says Mr. James, (page 3,) "can boast of having one of the finest harbours in the world; far superior to Portsmouth, Plymouth, Cromarty, Cork, or Milford, in Great Britain; the harbour of *Port Lincoln*, in Spencer's Gulf, may be said to equal any of the celebrated harbours of Constantinople, Port Mahon, Halifax, Trincomalee, Rio, or Port Jackson." He adds, "Nothing can prevent this magnificent harbour from being, sooner or later, the emporium of the new colony;" and again, p. 206, "Sooner or later, in spite of opposition, the capital of South Australia must be here." In his zeal, however, to carry his point, he has fallen into a blunder, which we may just note, *en passant*, and leave him to get out of as he can.

"The foreign and export trade must, in spite of the first unfortunate selection of Adelaide, be *all* carried on at *Port Lincoln*."—page 10.

"The only exports to be thought of for the next twenty years, will be wool and oil, a few hides, and a little bark. To Van Diemen's Land they may have an opportunity of exporting a little wine, pork, hams, and bacon, from the rich flats on the banks of the Murray, which, of course, will have to be shipped in *Encounter Bay*."—page 139.

"Victor Harbour, although far inferior to Nepean Bay, in point of security, will shortly become a place of importance, as it is in the neighbourhood of a rich and valuable country, and will command, eventually, the coasting trade of the colony."—page 9.

Now, if *all* the export trade is to be carried on at *Port Lincoln*, how can the produce of the Murray be shipped in *Encounter Bay*? Besides, we have shown at length in the History of South Australia, that *Encounter Bay* affords no safe and sufficient anchorage for more than two or three vessels; and "the landing in boats," says Mr. James, "is at all times bad at Victor Harbour, and renders you liable to a good ducking." In other words, both passengers and merchandize would stand a good chance of being capsized! And this is one of the harbours ("though nothing compared to *Port Lincoln*!") which Mr. James in his absolute wisdom would establish in place of *Port Adelaide*!

But a word or two respecting the unfitness of *Port Lincoln* as the maritime and commercial depot of the new colony. It so happens that, in compliance with the instructions of the Commissioners, Colonel Light, the Surveyor-General, did examine *Port Lincoln*; although he did not fix upon it as the site for the first town; and, while he was there, he was joined by the *Buffalo*, on board of which was the first governor, who concurred with him in opinion that, all things considered, a more unsuitable spot could not be pitched upon.

Colonel Light surveyed the coast and harbour of *Port Lincoln* in

December, 1836; and his report, which we subjoin entire, will, we should think, dispel from every one's brain but Mr. James's, (should it exist in any other) the illusion that Port Lincoln possesses *superior* advantages to Port Adelaide; or that the adjacent land of the one is worthy of comparison with that of the other.

The Colonel's narrative is as follows:

" Nov. 28.—Proceeded to Nepean Bay for the surveying boat, preparatory to sailing for Port Lincoln.

" Dec. 3.—At 8 a.m. passed Wedge Island to the southward, with a light breeze from the eastward and a heavy swell from the S.S.W.; at noon, nearly calm, off Thistleton's Island, with a disagreeable swell; at 6 p.m. Cape Donnington being within 12 miles, and a light breeze springing up from the eastward, we were in hopes of getting in before dark; in half an hour the wind blew all round the compass, and soon after fell a dead calm.—Midnight, light air from N. E.

" Dec. 4.—At 30 minutes past 3 a.m., being near the port, hove to till daylight; at 30 minutes past 4 made sail; at 5 much lightning in the N.W., and the wind baffling; at 15 minutes past 5, sudden, heavy gusts of wind from N.W.; at 31 minutes past 5, light breezes all round the compass; at 6, about two miles from Cape Donnington, and working up, the ship had broke off nearly two points on each tack; rocky islands and shoals in every direction; at 8 reached in between Boston Island and Cape Donnington, with gusts of wind so strong, were obliged to take in top-gallant sails, lower topsails on the caps, up courses and down jib. A merchant ship, bound to this port, not expecting such weather, and, after a long passage, having her rigging slack, would not think it necessary to set it up on coming into apparently so fine a harbour, would, taken in this way, most certainly have been dismasted, and gone ashore on a rocky coast. At 10 a.m. came to an anchor under Grantham's Island, blowing a strong gale from the S.W., with occasional rain; found the Cygnet at anchor in the bight of the gulf.

" Dec. 5.—Cot under weigh at 30 minutes past 5 a.m., to run up to the Cygnet, but the wind soon after blew so strong from the westward, obliged to anchor about a mile to the westward of the little shoal put down in Flinder's charts. Noon, blowing a heavy gale. *I am decidedly of opinion this is no harbour for merchant ships.* Looking at it as a port for men-of-war, well manned, plenty of boats, &c., it is very well; it is spacious, and has good holding ground, but the strong gusts of wind shifting all round the compass render the entrance not altogether so safe as the plan of it on paper would indicate. I will now compare the two gulf.

" GULF SPRINTER.

" 1.—The mouth of the gulf has many obstructions by rocky islands and reefs, and during the prevalence of the westerly gales a most tremendous sea must be thrown there, if I may judge from the swell we had in coming across in fine weather."

" GULF SPRINTER.

" 2.—Can a strange ship, making Thisleton's Island, Wedge Island, or any other part, just before dark, and a gale coming on, with thick weather, shape her course and run without danger into the gulf? No! for the wind may, and most likely would, baffle at the most critical point, that is, between two islands; her safest plan, therefore, would be, to fetch Investigator's Strait, if she can, if not, she must lay to, and the flood in such a case being much stronger, she might be drifted into a very unsafe situation; and if she unfortunately be driven on any of the numerous

" GULF ST. VINCENT.

" 1.—There are no obstructions whatever, and it is certainly much more sheltered from westerly gales than Gulf Springer."

" GULF ST. VINCENT.

" 2.—If a ship be bound to Gulf St. Vincent she would make the land at the S.W. end of Kangaroo Island, or go the other passage; in either case, a westerly gale coming on, she is soon out of danger and under shelter. In the next place, should the vessel be at the mouth of Gulf St. Vincent when a gale comes on, she may steer right up the gulf, even in the night, by compass; the further she goes, the less sea she will have, and finally may let go her anchor in 7, 6, 5, 4, or 3 fathoms, where, if well found in ground tackle, she is sure to hold well (I speak

rocks or shoals it would be certain destruction to all."

from experience); and should even the last disaster arise of going on shore, life and property would be saved, and most likely the ship herself."

" GULF SPENCER.

" 3.—Port Lincoln is certainly a fine, capacious harbour, but a great part of it is open to the N.E., and the mouth of it surrounded, as the charts will show, by islands and reefs (and there are many not laid down); and if we had so much trouble to get in, and such sudden, shifting gusts of wind at this season of the year, what may we expect in winter! The westerly gale that would bring a ship up to the mouth of the harbour would prevent her getting in when there, and she runs, as I said before, great risk of carrying away her masts."

" GULF ST. VINCENT.

" 3.—The harbour in Gulf St. Vincent is long and more like a river, and sheltered from every wind (the heaviest gale from any quarter can never hurt), and when the entrance is properly buoyed down there is no difficulty whatever. Another very material point in favour of this harbour is, that in Gulf St. Vincent there is no fear from any winds except westerly, and these are fair to run into the harbour; the only fault it has is, that ships must wait for the tide, but is this not the case in the Thames? —and with two mud boats for dredging channels, the shallow parts could easily be made free for ships drawing 16 or 18 feet water at half-flood, as they extend but a very short distance: even now there is a little more than three fathoms over at high water."

" GULF SPENCER.

" 4.—Merchant vessels, after they get in, must land their cargoes at a distance of one and two miles from the ships; in blowing weather they would not be able to land at all, and I believe it blows hard full half the year round. From what I have seen these two days, nothing could have been landed, even if lighters had been prepared; and therefore I have reason to say, that, in this port, many days in the year would be entirely lost to trading vessels."

" GULF ST. VINCENT.

" 4.—In the harbour above Holdfast Bay, a ship once may lay alongside a wharf when erected, and until then land her cargo by boats in perfectly smooth water, even in the heaviest gales, and not one day lost in any season of the year."

" Dec. 6.—Spent this day on shore in examining the country, and most decidedly say, it cannot be thought of for a first settlement; in every direction we walked there was nothing but stone. We found some fresh water in the plain, near the spot marked by Flinder; but, on the whole, Port Lincoln is not fit for a settlement.

" Dec. 8.—Got under weigh to return to Gulf St. Vincent, and continue my examination there, for I have been considering much of this gulf, and think it best to give it up entirely for the present, for should there be a good harbour and good soil higher up, yet the dangers that surround the entrance are too many for a good colony, if any other equally good can be had near it; and the prospects on the eastern side of Gulf St. Vincent are so promising that I do not like losing more time. We had much trouble this morning in getting out of the harbour, and the wind again baffling us the whole day, obliged us to bring up under Taylor's Island.

" Dec. 10.—Under weigh at daylight, but, after trying to get out all day, were obliged to come to an anchor in Memory Cove.

" Dec. 11.—Weighed at daylight, and shaped our course to the northward of Thisle's Island. This day has proved more the dangers of the navigation to Port Lincoln; many shoals were seen not laid down in Capt. Flinder's or the French charts.—At night hove to, off Point Marades.

" Dec. 12.—Came to an anchor at noon in Nepean Bay, and found the *Tom O'Shantier*.

" Dec. 14.—Got both ships under weigh for the harbour in Gulf St. Vincent. The *Rapid* anchored at Rapid Bay to take some stores, &c., on board, and the *Tom O'Shantier* proceeded to the harbour.

"Dec. 16.—Left Rapid Bay at noon, and stood over to examine the western coast at 7 p.m., blowing strong from the S.E., and hove to on the starboard tack."

Now, the slight difference between Colonel Light's and Mr. James's estimate of the capabilities of Port Lincoln is, that the Colonel "examined it extensively with his own eyes," whereas Mr. James never set foot upon its "land-locked basin," nor walked along "the margin of its deep waters."

But we may dismiss this subject; since, according to the *South Australian Gazette*, Mr. James is alone in his opinion. It appears that, on the 17th of Sept., 1837, Colonel Torrens addressed a letter to Colonel Light, in which the following passage occurs:—"Those who would have the capital at Port Lincoln, or at any other place westward of Gulf St. Vincent, are utterly ignorant of the vast commercial advantages which nature has conferred on the port of the Murray. What New Orleans and the valley of the Mississippi are becoming to the United States, the city of Adelaide and the valley of the Murray will become to Australia. I lose all patience when I think of the conduct of those who would disapprove of the east of Gulf St. Vincent, and hold that the capital ought to have been placed upon a western part of the colony." The Colonel's letter having been made public in the colony, the Colonial Editor remarks upon the above extract in the following language:—"Colonel Torrens there states that 'he loses all patience when he thinks of the conduct of those who hold that the capital ought to have been placed upon a western part of the colony.' It is evident that Col. Torrens has been told by some ~~on~~ that there were persons who entertained such an idea. *A more disgusting falsehood, we say at once, never was written. We proclaim it to be utterly untrue that such an opinion was ever entertained, or even publicly expressed.*"

In fine, until Mr. James can satisfactorily show how the noble Murray is to be made to disengage itself at the back of Port Lincoln, and how the flocks and herds, which are being watered and fed along its fertile banks, *en route* to Cowandilla Plains, are to be carried across the two impassable gulfs, we must continue to regard Adelaide as the natural outlet of the country east of the Gulf of St. Vincent and of the Murray.

So much for Mr. James's comparative estimate of Port Adelaide and Port Lincoln.

Though accustomed to rough it—having travelled a hundred thousand miles, and having had great experience in the older colonies of Sydney and New South Wales—Mr. James inquires, at the port of a colony just eighteen months old, "if there is any coach to the town?"—and being answered by a careless shake of the head, he sets off to walk, not the least pleased that there was no coach on the stand, or omnibus plying between the port and the city. Had he remained a few days more in the colony, he might have witnessed this additional proof of the amazing progress it is making in assimilation to an English town.* But, before we accompany him across "Adelaide

* The following is the copy of an advertisement which appeared in the *South Australian Gazette* of May 19, 1838:—"On Monday, the 21st inst., a Spring Fair will

swamp" to "Adelaide township," we will just listen to one of his tales, represented by his reviewers as imparting so much freshness and piquancy to the volume. Such stories may be capital materials for book-minking, but are not very creditable to one who prints for neither fame nor profit (?), and who affects to speak the truth. Here it is:—

"One of the passengers, on landing from the *Lord Goderich* or the *Canton*, the author forgets which, expressed to him how much he was disappointed in the harbour and river. He had been told in London, he said, that, though the ship was too large to go up to the 'City of Adelaide'—for even then it had received the ridiculous name of city—yet that the passengers and luggage would be taken up by barges and small craft; and, to ignorant did every one appear to be, even in *Adelphi Terrace*, that it was there he was informed that he should be taken up the river in a barge, with all his boxes, baggage, and goods. He expected, in short, to have found a magnificent river—for such it was represented in the maps—running up from the harbour to the town; where he supposed, being fond of bathing, he had nothing to do, in a hot day, but

. to plunge
Into the *Torrens**, and to roll along
On the swift whirl of the new-breaking wave!"

How romantic! And what a pity that the Commissioners should have been kept in such a state of ignorance! In their written instructions to the Resident Commissioner, they always seem to have contemplated the selection of their town close to the shipping, for the word 'Quays' constantly occurs; but there will never be any quay in the town of Adelaide."

Now, the *Lord Goderich* sailed from England in Oct. 1837, and the *Canton* in December of the same year, several months after the Commissioners were in receipt of Colonel Light's despatches and surveys of the coast and site of the first town. They could not, therefore, when either of the above-named vessels sailed, have been in "such a state of ignorance" as Mr. James imputes to them, even if they were before. Nor are they or any of their subordinates capable of practising so paltry a deception upon a labouring-emigrant. Besides, the Commissioners themselves, in their second Report, acknowledge the desirableness of a water communication between the port and Adelaide, and propose "to connect the port with the river by a canal six miles in length." Mr. James, however, who can blow hot and cold in the same breath, exclaims, page 146. "But, besides the money required

commence running between Adelaide and the port, every day (Sunday excepted), with passengers and light packages; to start from the former place at ten o'clock A.M., and to return thither at four p.m. Fare each way, four shillings; or to and fro, seven shillings. Places and parcels booked by Mr. Tod, Port Adelaide; and by Mr. Deacon, Coffee-house, North-parade, Adelaide, where packages will be left till called for."

* A plunge, after all, in "the tiny *Torrens*," may be attended with more serious consequences than Mr. James's account of that river elsewhere would lead one to suppose. "On Tuesday, March 20, 1838," says the *South Australian Gazette*, "a man named Joseph Lee fell into a pool near the wooden bridge, in a state of intoxication, and was drowned. It appears that Lee and another young man had been drinking together, and commenced skylarking by the side of the pool, when they both rolled in. Lee sunk; and his companion, after struggling for some time, was rescued by some native men, who plunged in and brought him to the shore. They also died, and found the body of Lee, who had not been more than ten minutes submerged; but every effort to restore animation proved unavailing." The same journal records an inquest on the body of Captain Bromley, who was found drowned "in a pool in the river near his house; into which, it was conjectured, he had fallen while drawing water," on the 7th. of May, 1838. Who ever heard before of a man being drowned in an "Irishman's hat?"

for canals and rail-roads, to raise which would puzzle them, there would be a still greater difficulty in obtaining a supply of water for their canal, so that any schemes of this nature will only serve to be laughed at." Indeed! That the laugh may be turned against Mr. James is more than probable; but we must not anticipate.

Mr. James reaches Adelaide in a most pitiable plight, "hungry, thirsty, and fatigued,—covered with dust and perspiration." But a good dinner at "mine host's," and, pleasant companions, soon cause him to forget his way-side troubles; and, after discussing "the unwholesome Israelite's baked meats," and drinking "a bottle of Barclay's stout," he finds himself in a condition to re-commence his hostile observations of the colony. We next find him quarrelling with the site of the town,—a subject on which, as on most others, he is at variance even with himself.

"The first ships advertised by the Commissioners to sail with Emigrants from Great Britain, were advertised for Port Lincoln direct; where the capital city was intended to have been established; and it is a thousand pities that the Commissioners' instructions in this matter were not complied with; because, in the absence of any other Port, in the whole line of coast, that can be considered free from objections, as well as safe and accessible at all seasons of the year, nothing can prevent this magnificent harbour from being, sooner or later, the emporium of the new colony."

—page 8.

"It is very disagreeable to be compelled to speak in this decided tone of the unsuitableness of Port Adelaide, because it seems to imply a censure upon Colonel Light, the Surveyor-General of the Colony, to whose discretion it rested where to select the first town!"—page 11.

We happen to have a copy of the Commissioners' "Letter of Instructions to the Surveyor-General" lying before us. The entire letter is an unqualified disproof of Mr. James's assertion (page 8); but an extract or two will be sufficient for our purpose. "Having completed the survey," say the Commissioners, "and having carefully recorded all important circumstances, so that the different sites, favourable for the erection of towns, may be brought into exact comparison, you will proceed to determine which of the several sites shall be selected as that of the first town; a duty which you are hereby fully authorized and required to discharge." * * * "Believing such a result will be most effectually secured by placing the whole responsibility of the decision in your hands, the Commissioners purposely avoid all minute instructions for your guidance," &c. * * * "When you have determined the site of the first town," &c.

But neither is Mr. James correct when he states, in the passage already quoted, that "the first ships advertised by the Commissioners to sail with Emigrants from Great Britain, were advertised for Port Lincoln direct." No such advertisements were ever issued by the Commissioners or their agents; and it is well known that the South Australian Company's ships (the first that sailed for the Colony with Emigrants) were dispatched for Nepean Bay, in Kangaroo Island; whither, also, the two first vessels despatched by the Commissioners were directed, in the first instance, to repair.

Still disposed to be querulous about the location of the city, Mr. James proceeds :

" The friends of the Surveyor-General have stated, that he chose the situation of the town for the richness of the soil ; though it is the first time in the history of colonization, that such a reason has been adduced." —page 19.

" Before any person has been ashore at Adelaide twenty-four hours, even the greenest and most inexperienced put this question : Why did you select the town eight miles from the landing-place ? Answer—Because we preferred being away from the nasty sailors, and thought it better not to be annoyed with the demoralizing influence of a seaport." —pp. 32, 33.

These assigned reasons are in opposition to each other ; though both of them may have had weight with the Colonel. The one which preponderated in his mind is thus stated by Mr. Gouger :

" It was at first wished," says Mr. Gouger, " that Adelaide should be placed two or three miles nearer the port ; Colonel Light, however, discovered, with his usual sagacity, that, if it had been placed there, it would have been subject to inundation ; and he therefore returned to the site first marked out. If, again, according to a suggestion that was once made to him, the seat of government had been made at the port, fresh water must have been conveyed to the town from the present site of Adelaide. Now, we have at the town an excellent supply of fresh water, but we have to convey to the town those commodities imported into the colony which are intended for consumption in the town ; and the question to be decided was, which was the least injurious to the colony, to convey to the inhabitants of the town the articles required for their consumption, or all the water they would use for culinary and other purposes. Col. Light at once decided that it was less injurious to bring those commodities from the port to the town, than the fresh water to the port, and I think posterity will thank him for his decision ; but, if such reasoning will not justify the adoption of the present site, the mere fact of the excessive rise in the value of town-lands will bear it out most completely." *

Ay, there's the rub ! It was this " excellent supply of fresh water " that induced Colonel Light to fix the site where he did,—a fact to which, after all, Mr. James is constrained to subscribe. " There are, however," says he, page 17, in describing the Torrens, " several pretty good holes, which have too much water in them to be entirely exhausted by the sun's heat ; and it was on account of these water holes that the town was placed in this unfortunate (?) situation."

The following just and able defence of Colonel Light's judgment in fixing " this Adelaide and Port Adelaide," which stand so much in Mr. James's way, where he did, is from the pen of Mr. Finniss ; and was written on the 1st of August, 1837, but is as complete an answer to Mr. James, as though written to meet the slanderer of the Colony in England, in the Christmas of 1838.

* Colonel Light's own account is as follows : " The site of the town was not determined on before his Excellency the Governor appeared in person. I consented to remove the town about two miles lower down the river, and we also walked together to that spot, which was agreed on between his Excellency and myself to be the site ; but, on examination afterwards, I found the winter torrents overflowed the banks considerably ; I therefore returned to the site first selected, and some few days afterwards I had the satisfaction to hear his Excellency approve of it in the highest terms." Colonel Light adds, that the Torrens " can, in time, be made navigable, if such a thing should be necessary, for such ships as come now to the harbour," &c.

" This, then," says Mr. Finniss, " is the case made out against the Surveyor-General: that he selected a port not capable of receiving ships of heavy tonnage, in preference to Port Lincoln or Nepean Bay, or any other port that might have been discovered, and that he fixed the site of the town six miles from that harbour." I shall now consider the reason that probably led Colonel Light to the choice. There are but three accounts of the coasts of South Australia which can be considered as of any authority, viz., those of Flinders; the French navigators, Baudin and De Freycinet; and Sturt. The charts of these scientific men show the outline of the coast in a way sufficient to point out those parts which offered the greatest prospect to a closer examination. The map of the course of the Murray River to Encounter Bay, by Sturt, with his description of Lake Alexandrina, were features of such importance that, combined with Flinder's reports, showing the capabilities of Gulfs Spencer and St. Vincent, sufficient data were considered as established to mark this region out for the site of a colony. Those who projected this Colony selected it, because they knew that the Murray insured abundance of fresh water, a long line of internal communication, and its banks were fitted for agricultural operations in the highest degree, and they knew that there existed the two magnificent harbours of Port Lincoln and Nepean Bay, the latter within thirty miles of the embouchure of the Murray. The grand attraction was the River Murray, with its fertile plains, because it offered the means of developing on a grand scale the sources of wealth of Australia, viz., the growth of wool, and the breeding of cattle. The certainty of this prospect, and the soundness of these views, produced 35,000/. in the sale of lands, held only in anticipation, and induced the formation of a Company, with a capital of upwards of 200,000/. Hence, then, the Commissioners for South Australia duly considering these facts, directed the particular attention of the Surveyor-General to the examination of the eastern shores of St. Vincent's Gulf, a settlement in fact on Spencer's Gulf, or even on the western shore of Gulf St. Vincent, would have been a practical abandonment of the known resources of the country, for others of a doubtful character, and could only have been resorted to in the event of a failure of all our hopes and expectations. If Colonel Light could find an eligible site from Encounter Bay to the head of Gulf St. Vincent, the object for which the selection of this part of New Holland was made would be gained, and the purchasers of land be gratified in the success of their anticipations. If Port Lincoln is a splendid harbour—if the land is fine, and fresh water abundant, so much the better—then we have two places representing such advantages. If Nepean Bay can shelter a wide fleet, so much the better that we have three harbours. These are all elements of future prosperity. They will become the Portsmouth and Plymouth of South Australia. But Adelaide must to a certainty be the metropolis, because its advantages, commercial and agricultural, are greatly superior. The agricultural excellencies even the opponents to the site do not venture to doubt—but its commercial prospects they do. Port Adelaide is in latitude 34 deg. 46 min. Nearly as far up the gulf as a ship can go. The entrance to it is over a sandy bar, on which there is eighteen feet of water at spring tides. It runs inland parallel to the coast for several miles, and as there is not a rock in it, or near it, vessels are as safe as in the Thames, with the same facilities for landing cargoes, since ships anchor close to the shore.

" It is a well known fact also that the *Buffalo*, a ship of 600 tons, could have entered, and been safely moored within, although her master would not make the attempt. His Ex., Governor Hindmarsh, has published his opinion in opposition to that of Mr. Wood, and Captain Lipson, the harbour-master, has testified to the same effect. What then becomes of the assertion, that the harbour, if safe, is unfit to receive ships of heavy tonnage? No larger ships are employed in those seas than the *Tom O'Shanter* or the *Buffalo*, if we except Indiamen. But I will assit that there is a safe anchorage for ships even of this class outside the bar, and at Holdfast Bay, as safe indeed as the anchorage at Port Lincoln. It may appear somewhat extraordinary to assert this, and nautical men might smile at the remark, but this is the state of the case. There is a long line of sandy beach extending from Holdfast Bay to the Harbour. The water deepens very gradually indeed to the middle of the gulf, so that large ships can anchor three or four miles off shore. The gulf at this part is very narrow; and the formation of both shores encloses the water in such a way as to prevent any heavy swell being raised by south-west winds, which are the most likely to be dangerous. The fact also of the gradual shoaling of the water contributes to this effect; for the winds cannot throw up any body of water to hurt a ship, or oblige her to slip. The holding ground, a stiff clay, is so good that a ship will never drive if properly founded in ground tackle; if through any cause the drifts, it is on to a soft bottom, without any sea to knock her

about, and would be got off safe after the gale. Experience has shown this to be the case; and a small cutter rode out the heaviest gale we have had,—no sea rising to burst her, but the most furious gusts rather rubbing down the sea. It appears to me then that the objection to the Harbour on account of the impossibility of ships of 1000 tons entering at present, is met by these facts. In addition it may be as well to observe, that at Port Lincoln there are greater dangers to be apprehended than even at anchor off Holdfast Bay. A ship is there exposed to sudden gusts which sweep across the land, and if she drives she must be lost on the iron-bound shore that surrounds her. The entrance to Spencer's Gulf is one of peculiar difficulty and danger. The approach to St. Vincent's Gulf, and to the Harbour, is safe, there being no rocks nor hidden dangers. Colonel Light is next accused of having selected the site of the town at a distance from navigable waters. But would any one have wished to place the town in a spot which they say 'is entirely destitute of fresh water?' Does any one think that the Surveyor-General could take a river and a beautiful plain in his hand, and plant them among mangrove swamps? No. Colonel Light saw that nature had done a great deal, but not every thing. In selecting the site of the town it was necessary to find a spot of sufficient extent, positively free from floods, with good land in the vicinity. It was desirable that it should also be as near the harbour as possible. Colonel Light accordingly did the best he could; he selected the spot marked out by nature; his eye, trained to observe nature, and accustomed to judge of the capabilities of a country for the wants of bodies of men, could not mislead him. Here then I have stated facts enough, which, I trust, fully justify me in maintaining the commercial advantages of Adelaide and its port, against any opinion to the contrary. I might indulge in speculations on this subject. Is it not extraordinary to find persons who have witnessed in England the power of science, start at the difficulty presented by a distance of six miles over a perfectly level country? Are railroads and canals impossible undertakings? then what will be the consequence? This six miles will become a vast suburb, studded with shops and warehouses, which will be shunned by all for the more agreeable residence selected by the Surveyor-General. Perhaps even then the town will be found too close to the harbour; vessels at anchor in the basins and docks of the River Torrens may be discharging their cargoes in the heart of the city. Surely then the Surveyor-General cannot be accused of an error in judgment."

For what reason we know not, but both during his residence in the colony, and since his return to this country, Mr. James has retained as great dislike to the river which intersects the town, "yelept the Torrens," as a rabid animal to water. Let us glance at a few of his reminiscences of "the gurgling little brook," and test their truth.

"On page 82, Mr. James asserts that the Commissioners are "forcing the growth of this ill-chosen spot." "But," he adds, "it has been always seen in other colonies that it never answers to force any thing of this kind against the wishes and good sense of the community, and long before the trees were all cut down, this City of Adelaide, as it is ridiculously called, will have dwindled into an uninteresting country village." Whether Mr. James or the colonists themselves are entitled to credit, the reader shall decide after reading the following statement:—At a public meeting of Landowners, held on the 10th of February, 1837, the following resolution was carried by a majority of 81: "That this meeting considers that in the site selected by the Surveyor-General for the first town, he has secured, in a most satisfactory manner, those advantages which the Commissioners and the first purchasers whom in England contemplated as essential: a central point in the Province, the neighbourhood of a safe and impregnable harbour, abundance of water on the spot, and of good land and pasture," &c.; and the 6th resolution, "That this meeting considers that the Surveyor-General, William Light, Esq., has most ably and judiciously discharged the responsible duty assigned to him by the Commissioners, and is fully entitled to their confidence in every respect," was carried unanimously. Again, on the 6th of June, 1838, one hundred and twenty of the discontinued settlers, to whom Mr. James alludes—gentlemen whom the Southern Australian represents as of the highest respectability—gave a public dinner to Colonel Light. On that occasion when the chairman, J. Merrell, Esq., proposed the health of "their talented and esteemed guest, Colonel Light," the applause which followed the announcement is described as "enthusiastic beyond description;" and when Colonel Light,

He avers, page 30, that the Torrens "may be stepped across without one's knowing it;" page 14, that "it is barely sufficient to supply the handful of settlers at Adelaide with fresh water for their cattle and domestic purposes;" and page 17, that "in the few places where it runs at all, there would be plenty of room for the whole of it to run through an Irishman's hat;" adding, "a far better river is made every day in the London streets when the parish turncock opens a plug." But this is not all. Not only does "the tiny little Torrens all but vanish" before the summer's sun; but, (page 18,) "as misfortunes never come singly, the few wells about the settlement of Adelaide become dry—the scarcer the water the more you want it for washing."

Now, we must beg leave to remind our author that these descriptions are rather too "fanciful and florid" to be received as "dry and simple details of facts." If he could only make people believe that there really is a scarcity of water at Adelaide, he would have less difficulty in inducing them to remove, bag and baggage, to Port Lincoln; but he is the only one who has made the discovery.

Doctor Johnson defines a "lie" to be "any thing said with an intent to deceive;" and we have no hesitation in affirming that Mr. James's descriptions of the river Torrens ought to be placed in that category. "In the few places," says he, "where it runs at all," [it is never dried up, neither are the wells he speaks of, page 18,] there would be plenty of room for the whole of it to run through an Irishman's hat," &c. "There are, however, several pretty good holes which have too much water in them to be entirely exhausted by the sun's heat," &c.—and this is the utmost admission that he makes! Now, many of the "holes," or rather elbows, or reaches of the river, to which he alludes, are at least five fathoms deep, a hundred feet wide, and contain in the hottest weather probably 200 or 300,000 tons of water each! But admitting that in the summer time the

acknowledge the well-earned compliment, "the company rose en masse, and the applause is said to have lasted a considerable time." One of the speakers afterwards stated that the colony would be mainly indebted to Colonel Light for the prosperity to which it would undoubtedly attain, and that when they hereafter saw palaces rising on the two beautiful sites of their town, they would say that it was to the great talents and elegant taste of their Surveyor-General, Colonel Light, who had laid out their plans, that they were indebted for it. All the other speakers concurred in eulogizing the professional ability of the Colonel, and in expressions of esteem and admiration for him as a man. The *Southern Australian*, after printing the report of the public dinner referred to, adds: "We do not intend to eulogize this gentleman—he is beyond our praise; for nothing can be added to the honest and heartfelt enthusiasm with which the whole of the colony on this occasion came forward to express their esteem for him as a man, and their admiration for him as an officer. He has had no common work to achieve; he has had to perform it under no common circumstances; he had done it in no common manner; on him devolved the sole responsibility of fixing the site of the principal City of a New Empire, and of surveying an extensive tract for immediate possession. * * * He has given us a spot out a plan for a capital of which we may justly be proud." We might quote other testimonies of a private kind in approbation of the site chosen, but we have preferred confining ourselves to a reference to this public demonstration of the colonists themselves, whose town Mr. James would not, after all, "abandon," but have left to stand a monument to the folly of the projectors; and we may add of the colonists too, since they exist in adoring its lovely plains and park-like ecclesiastics with fair and beautiful offices.

Torrens is merely a chain of fresh water pools, and that the narrowest and shallowest part of the stream which is formed by their overflow may be stepped across without one's knowing it; or, as another hath it, "may be spanned with the hand, and sounded with the finger," still we contend, that it has hitherto answered all the draughts which the colonists have made upon it; and we defy Mr. James to gainsay this fact. But in the winter season (and this Mr. James has omitted to mention) the Torrens forms a goodly river, from thirty to forty yards across, running at the rate of 6 knots an hour, and losing itself in the reedy marshes about the port, where fresh water has been dipped at the side of vessels lying in the harbour: and, were the gurgling little brook dammed up, as proposed, some distance below the town, Mr. James would have nothing to do when he visits the colony again, but

"to plunge
into the Torrens,"

and cool his distempered brain.

Mr. James continues to be inconsistent with himself. "The little rivulet," which (page 14) "is barely sufficient to supply the handful of settlers at Adelaide [5,000], according to his estimate, in the postscript] with fresh water for their cattle and domestic purposes," is, pp. 18 and 97, the only source of supply for the inhabitants and shipping at the port; whither, he tells us, the fresh water is sent down daily from Adelaide, in bullock carts, from one of which he himself slaked his thirst long before he "stepped across" the stream.

Unfortunately for him, all the settlers agree in describing the quality of the water of the Torrens to be "excellent," and the supply "abundant." We have been at the pains of examining every letter we could lay hold of from Adelaide, and in not one is there a syllable about scarcity of water; and we are authorized by Captains Duff, Chesser, and Hurst, (all of whom happen to be in London at the time we are writing, and each of whom has resided at least three months—as long as Mr. James—in the colony,) to state, that in their judgment, the Torrens would supply the inhabitants of a city the size of London. But Mr. James thinks otherwise: *ergo*, the town must be removed to Port Lincoln, "where there is abundance of fresh water." "Sooner or later," quoth Mr. James, "it must come to this." We shall see.

Having disposed of the site of the city, Mr. James attacks the city itself. "The place," says he, page 149, "is a desert; a wilderness," page 54; and, page 33, he tells us, that "the consequence is, as might have been expected, that in the day-time persons are constantly losing themselves in the midst of the city, whilst at night it is impossible to move out of the house without company, unless you have a desire to sleep under a tree." On page 32, he likens it to

* The following advertisement, copied from the *South Australian Gazette*, of June 16, 1838, but omitted by Mr. James in his *selections* of advertisements, from the columns of that journal, inserted pp. 241—246, must be very startling to our learned author. "Any settler being desirous of renting land on reasonable terms, may hear of a valuable opportunity, contiguous to Port Adelaide, provided by the River Torrens, with fresh water, and undoubtedly equal, if not superior, to any land in the Colony. For particulars inquire of Robert Cook."

"camp;" on page 108, he calls it a "miserable town;" and in his postscript, a "miserable village." "And yet," says he, page 32, "there are sprinkled up and down in the place a few substantial buildings; one belonging to the Company on an enormous scale—another good brick house to Mr. Hack—another to the enterprising [rum-importing] Mr. Gilles—one to Mr. Thomas, and a couple of new taverns. The rest of the dwellings are made of very slight materials, and the number of canvas tents and marquees give some part of the settlement the appearance of a camp." This is, word for word, Mr. James's description of Adelaide. In this enumeration no mention is made of Hindley Street, Thomas's Street, and other streets built, or in progress of building; the whole row of houses belonging to the commissioners, or of any of the public offices. But Mr. Gouger, who left the colony six months before Mr. James, estimates the number of houses at that time to have been not less than three hundred; and, since then, building on a large and substantial scale has been going on with astonishing rapidity. We have heard Mr. Gouger in private compare the appearance of Adelaide to Grantham, in Lincolnshire, and Captain Hurst, with whom Mr. James came over to this country, states, that he never lost himself in it in the day-time—that it never had the "wilderness" appearance Mr. James ascribes to it, and that the vast number of dwellings then erected was sufficient to disprove Mr. James's assertions. Captain Duff and his lady likewise informed the writer that they never experienced the least difficulty in threading the maze wilderness of the town or its suburbs.

"There is not the remotest chance," says Mr. James, page 33, "that the unnatural abortion can ever come to good." Nay, as though forgetting that he had walked its streets—lodged in one of its inns—frequented its court-house—worshipped in its sanctuaries—and "often dined with its respectable residents," he modestly hints, page 91, that, "wherever the town *may* be! a better style of building public houses should be adopted;" and again, on page 128, he tells us, that "wherever the town *may* be," an active person, with ten or a dozen good milking cows, would realize a capital in a few years!! This is really too bad. "No, not at all," exclaims Mr. James; "I am right; and every body else is wrong." "Sooner or later," says he, page 206, "in spite of opposition, the capital city of South Australia *must* be here [at Port Lincoln]. Delays may take place;—the acknowledgment of error, of course, will be tardy and reluctant; and, in the meantime, thousands of pounds may be squandered, and many striving settlers ruined; *but it must come to this at last.*" Again, page 8, "the removal of the seat of government must follow, as a matter of course, and then, what will become of the city of Adelaide? It will dwindle into a second or third-rate provincial village of the interior." "What, abandon Adelaide! (says Mr. James, page 34,) I think I hear the carriers exclaim! O no, let Adelaide remain as before; it will always answer well enough for a country village, and stand a monument of the folly of the promoters; but let the government and civil establishment move their head-quarters, without loss of time, to Port Lincoln."

We suspect Mr. James's prediction will not be verified. Indeed,

he himself admits that "every month this measure is delayed, it is more difficult, and, therefore, ought not to be postponed at all; and, as though, after all his anathemas and false prophecies, he considered the attempt a hopeless one, he says, page 157, "If the head quarters of the South Australian Colony should be decided to remain fixed where they are at present, in such an inconvenient inland place,"—well, what then? Why, "Port Philip (which he describes, page 205, as a *pretty little colony* between the two large ones of New South Wales and South Australia) will soon excel it in wealth and importance!"

But why, Mr. James, all these objections to the site of Adelaide, since you more than once assert that sheep-farming is, and must be, the staple pursuit of the colonists; and that "the settlers, generally, must make up their minds, if they wish to do any good, to go at once into the bush as soon as possible?" (page 12, and again, page 108,) that, if the settler will but take your advice and "follow his own sheep, &c., then it is of no consequence to him whether the head-quarters are removed to Port Lincoln or not."

But what has Mr. James to say to the fact, that both the town acres and the rural lands adjoining have already risen to a value which the most sanguine friends, and speculating capitalists, could not have anticipated; the very best proof, in our opinion, of the estimation in which the "miserable village" is held by the colonists as a commercial emporium? He shall answer for himself. "With regard to the town acres," says he, page 108, "these, being limited to one thousand, *may* rise a few of them, in good situations, to even 200*l.* per acre; but the bulk of them were obtainable in June, 1838, when the author left, at about 30*l.* to 35*l.* each." Now, as we have shown already, the author was not in the colony in June, 1838, having left it on the 4th of May; but let that pass. The assertion that the bulk of the town acres are obtainable in the colony in June, 1838, at about 30*l.* to 35*l.* each, is a gross falsehood, and that Mr. James well knew when he wrote the paragraph.

"We understand," says the *Southern Australian* of June 23, "that preliminary country sections are selling in England at 25*s.* per acre. During the last week, town-acre No. 40 was sold by auction by Mr. Cock, and realized 17*4s.* We hear also that 250*l.* has been offered and refused for half a town-acre."

The same Journal, of a later date (July 21, 1838), has the following:

"For the information of our readers in England we insert a short sketch of the head sales of town land that have taken place within the last ten days, (rather more than 18 months since the town was located,) and we call their attention to this list with pride, as one of the most convincing proofs that could be given of the judgment displayed by our late Surveyor-General in his choice of the locality for the capital town of the Province:—

Acre	81	Rundle-street.....	£300
"	83	Ditto	200
"	84	Ditto	200
"	106	Grenfell street	175
"	27	North Terrace, and }	235
"	35	Rundle-street }	
"	698	South Terrace	100
"	699	Ditto	100

Acre	893	Mills' Terrace with well in centre	£400
"	894		
"	931		
"	932		
" 297 Wakefield-street		125	

Who, after this, will believe that, in June, 1838, the bulk of the town-acres were obtainable at about 30*l.* to 35*l.* each!

But in trying to account for the increased value of town land in South Australia, Mr. James is elsewhere guilty of another irreconcileable contradiction.

"The great cause of this high price of land in the town is, that it is held principally (at least one-half) by absentees or monopolizers; either by persons living in London, or by the South Australian Company, Mr. Hack, Mr. Gilles, Mr. Fisher, &c., so that the Government have no more to dispose of."—pp. 148 9.

"It is hardly fair to those respectable parties, who are arriving in the Colony day by day, and naturally wish to purchase a quarter of an acre to receive their wooden houses, that the price of all the eligible building plots in the township should have been raised, not by the improvements made in their lands by the absentees proprietors themselves, but by the industry of those who have built upon the adjoining lots, right and left."—page 149.

"In New South Wales," says Mr. James, page 35, "they [the town allotments] are sold by auction as applied for, and put up at 20*s.* each; at which price they are generally knocked down." This sentence is perhaps as wilful a mis-statement as any which has come under our observation. It is the more inexcusable, inasmuch as Mr. James came from Sydney, and boasts over and over again of his "great experience in that colony and Van Diemen's land." Let the following extracts suffice to disprove, or at least to throw discredit upon, Mr. James's statement.

"In the year 1831, Mr. Wentworth sold near two acres of land, situated in the main street, and near the King's Wharf, Custom House, Sydney, for 7,900*l.*, the whole of which, ten years previously, might have been bought for 350*l.*

"Building allotments in Sydney, in a fair situation, comprising a frontage of sixty feet, and a depth of eighty feet, could readily be purchased in 1825 for from 70*l.* to 150*l.* In 1830 they usually brought at auction from 600*l.* to 1,500*l.*, according to their situation."—*Mr. Boucher, of New South Wales.*

"At the sale of Crown lands, which took place last week, several allotments selected near the court-house, at Maitland, were bought at the exceeding high price of 220*l.* per acre. May 27.—Two allotments of land in Macquarie-street, fronting the government domain, were sold by private contract, by Mr. Samuel Lyons, on Monday last, to the following gentlemen:—Lot 8, 34 ft. frontage, to L. Duguid, Esq., at 12*l.* 10*s.*—42*l.*; Lot 9, 33 ft. 3 in., to A. B. Spark, Esq., at 12*l.* 10*s.*—41*l.* 12*s.* 6*d.* June 6.—On Thursday, eight allotments of land in Bridge-street, part of the Old Lamb-ber-yard, were sold by Mr. Jacques; seven of them were purchased at 15*l.* per foot, and the eighth at 16*l.* 10*s.* The purchasers were Mr. J. Hughes, 3; H. James, 1; Lyons, 1; Montefiore, 2; M'Donald, 2."—*Sydney Monitor*, August 19*th*, 1838.

Let us hear, however, if Mr. James has any more favourable account to give of the value of the rural lands. These are his words:—

"When the Author was at Adelaide he saw the country sections of eighty acres, which had been purchased and paid for in London at the rate of 1*l.* per acre, upwards of two years since [he says, page 64, "it is three years since the land was bought and paid for], were being hawked about the settlement for 7*l.* 10*s.*, being a loss of 10*l.* each, besides two years' interest, and no

"One hundred and thirty-four acres of land in a state of nature, had been sold for 1000*l.*; it was adjoining the Park Land, and on the road to the Port.—*Postscript.*

be very even at that sacrifice ! It has been thought necessary to state this fact, as notorious as the sun at noon-day, to put English readers on their guard against improper statements and printed calculations, that all the rural land throughout the country is worth 2*l.* per acre ! Now, in spite of these accounts, I can state, that with one or two solitary exceptions of land taken adjoining the township, &c., that none of the country sections are worth what they have cost. There is, and always will be, too much in the market for sale ever to command a high price, or even a profit to the purchasers who have bought at 20*l.* per acre."—page 148.

That there may have been one or two settlers who, through folly or improvidence, parted with their land at a loss, we do not deny, because there are fools and prodigals in every community; and Mr. James takes care to tell us, that "South Australia offers no exception to the general rule;" but that the case to which he alludes forms the exception and not the rule, his own admission in the postscript sufficiently proves. The 134 acres which he mentions as situated on the road to "Port Misery," and producing 100*l.*., belonged to his friend and patron the ex-governor, and he might have added, (as the fact was known in England at the time he wrote his postscript,) that Captain Hindmarsh had sold another of his country sections for 1,000*l.* ! And since then a preliminary country section of 134 acres has been sold by auction, in the colony, for 286*l.* But here is another and a more recent startling fact for Mr. James. The Colonization Commissioners' agent at Halifax, in Yorkshire, under date of January 30, 1839, (notwithstanding Mr. James's oft-repeated advice to his readers to keep their money in their pockets, as the price of land must come down,) writes that he has just bought a country section, No. 47, for 500*l.*, and that on the previous day seven country sections (134 A) were sold for 400*l.* each, and ten town acres had lately been sold for 3000*l.* !

But why, it may fairly be asked, should Mr. James, "a stranger and mere visitor to South Australia,"* re-open in this country, in the Christmas of 1838, the discussion of a question long since closed by the colonists themselves ? So far back as June 3, 1837, the editor of the *South Australian Gazette* thus expressed himself in reference to the chosen site of the capital. "We have no personal reasons for being discontented with Adelaide, where the metropolis is now fixed. As a residence, nothing can be more delightful or beautiful. The only

* Mr. James, more than once, calls himself "a mere visitor to South Australia." That he was such in truth, and perhaps an unwelcome one, we readily admit; but did he so represent himself when in the colony ? We know not; at least judging from the following extract from a letter now lying before us, we should say that he rather assumed the character of a mere trader. "Adelaide, Jan. 25, 1838.—James now here. Has 300 head of cattle expected the end of next month, and has agreed to allow interest of money, and the pick of his herd at the same price they would have cost us from Sydney by sea." We need hardly inform the reader, that the "expected" cattle never arrived,—but thereby hangs a tale.

drawback—in a commercial point of view, a great one—is its distance from the sea or navigable waters. But we are encouraged to hope, that this inconvenience may be remedied when the resources of the Province acquire development, or the capitalists of England draw their purse-strings, to assist us with a canal or railroad, on the good security we hope, at no distant period, to be enabled to offer them." Does it not seem, then, as though Mr. James wished to throw the apple of discord amongst the friends of the Colony in this country, or to check that spirit of emigration to its shores, which he deems to be little short of madness? "No," replies Mr. James, "I would not dwell upon these dry details about the harbours, only that the situation of a port at the first foundation of a new colony, has so great an influence upon the subsequent prosperity of the community, as to render the choice of it a matter the most important of all others." Again, he declares, page 33, that "it is hardly possible that such a blunder as this [the extent of the town] is, this Adelaide and Port Adelaide, can much longer be tolerated by the respectable parties about proceeding to the Colony, and there is not the remotest chance that the unnatural abortion can ever come to good." "This," exclaims Mr. James, page 8, "is to be regretted exceedingly!" and we are sure the public will give him credit for the sincerity of his lamentations, though they, with us, may differ from him. Let us in our turn express our regret, that Mr. James was not called to the council-board of "the intelligent and benevolent men who first started the idea of a British province in South Australia," in order that he might have participated in the blessings he so devoutly calls down upon their heads!

Before we quit the town, we will just glance at another instance of the harmony of Mr. James's statements.

"The town, including the park lands, is already eight miles round."—page 33.

"According to the plan of the town-ship, just published by Arrowsmith, the author is informed that it measures sixteen miles round."—page 149.

Certainly, if, as Mr. James asserts, page 32, "the squares are all on such a scale of magnitude, that were there any inhabitants in them, [he elsewhere names one or two which he says are inhabited,] a cab would almost be required to get across them;" we should say that sixteen miles was nearer the mark than eight. But Mr. James knows as well as we do, that the boundary-line of the town was unalterably fixed long before he made his migratory tour through the province, not by Arrowsmith's map, but by Colonel Light; and that, according to his surveys, the town, including the park lands, is eight miles in circumference and not sixteen. Mr. James likewise states, page 33, that the town is eight miles from the port: it is only six!

But will it be believed, that the very man who ridicules the Commissioners' ideas of concentration, denounces "this monstrous extent of Adelaide," and charges the estimable and talented surveyor with "folly," in spreading it out on so large a scale, would himself create a town "in the land-locked basin of Port Lincoln, along the margin of the deep water, consisting of six hundred and forty acres,"—about

the same dimensions as South Adelaide! But he must first get into "the land-locked basin of Port Lincoln," before he talks about building his town. There is such a thing as counting one's chickens before they are hatched,—a blunder into which Mr. James has fallen.

It is high time that, with our author, we should shake off from our feet "the pulverized dust of the camp at Adelaide." "All New Holland," he exclaims, page 11, "a continent as large as Europe, may be described, as far as it is known, as being cursed with a general want of water; there are scarcely any rivers, and, for this reason, that there are hardly any mountains;" and that South Australia is not exempt from the curse, he labours hard to prove. He proceeds:—

"Which are the rivers, and what their names, that rise in the new Colony? Is there one?"—page 130.

"The only other rivers, or rather rivulets, at present known throughout this immense Colony, are the little streams, called on the maps the Torrens and the Hindmarsh."—page 14.

Now, we assert that both the Torrens and the Hindmarsh are rivers; and, if Mr. James will take the trouble to consult his own plan of Victor Harbour, which faces page 99 of his book, he will perceive that he has there indicated another river, "Kangaroo River," and on page 19, he mentions "the Para river." Mr. James has besides omitted to include, in his catalogue of rivers, the rivers Angus and Onkaparingo, to say nothing of a number of recently discovered mountain-streams and valuable rivulets, which flow through some of the districts already surveyed.

And how, we should like to know, can our author reconcile such incongruous passages as the following?

"This paucity of rivers is the worst feature in the picture of South Australia, and must prevent any thing like a dense or even numerous population occupying the interior of the country. In this respect it is inferior to New South Wales, to Port Phillip, and to Australia Felix.* Even the important river Murray, large as it is, and long as it is, will turn out not to fulfil the high expectations which the friends of Australia had formed of it after the spirited undertaking of Captain Sturt."—page 14.

"That magnificent river [the Murray] is the very feature of all others that stamps South Australia as *superior* to the older colonies of New South Wales and Van Diemen's Land. It will be the great high road, in a few years, of most of the wealth and commerce of the country; and the prowling canoe, and the rank unprofitable roads of Lake Alexandrina, will be surrounded by the busy hum of cities, and the never-failing results of cheerful industry,

* *Steriliave diu palus, aptaque remis,
Vicinas urbes alit, et grave sentit aratum.*
Horace.;

—page 64.

* It is well known that all the rivers which intersect this portion of New Holland (except the Glenelg, which is neither long nor deep) flow into South Australia.

† This expression, as Mr. James originally wrote it, and as it appeared in the columns of the *South Australian Gazette* for March 10th, from which he professes to reprint it, stood thus: "as immensurably superior." It is curious to note in this and other instances what a different complexion those parts of his work bear which were written whilst he was in the Colony from those which have been concocted since he reached England. There is a perpetual struggle observable between conscious knowledge and corrupt bias, which has betrayed him into numberless contradictions from which he will never be able to extricate himself.

‡ The following words occur here in the original:—"Are not the Murray and the

"Ever the great 'Murray' itself with its thousand miles of navigation, according to the gallant speaker [Colonel Torrens], will all end in disappointment."—page 130.

"That the Colony will ultimately succeed there is hardly room for two opinions. With such a harbour as Port Lincoln, and such a river as the Murray, and a soil and climate resembling Caithie, it would be a great reproach to English enterprise to doubt of its success."—page 11.

But why, Mr. James, "this wholesale condemnation" of South Australia for "the paucity of its rivers"? May it not turn out that there are other rivers, besides those already enumerated, which take their rise in the colony? Nay, do you not yourself tell us, page 144, that the natives seem all to concur in one story that a large lake or river exists in the north-west direction from Mount Lofty, and you add it will probably turn out to be a river of considerable magnitude, emptying itself into Cambridge Gulf in the north-west?

And since you admit that but little is known of the country, and hint, page 140, that it "is very desirable that a sum of money should be voted to enable the government and inhabitants to know a little more than they do of the land they live in,"—why do you rashly predict, page 14, that a dense or even a numerous population can never occupy the interior of the country? and again, page 131, that South Australia "can never number any dense population for want of rivers"? If, as you say, page 194, "the extent of the fertile alluvial flats of Gundeghy" watered by the Murrumbidgee, and immediately adjoining the settlement of Warramora in New South Wales, "is great enough to maintain a much larger amount of population than that interior country is ever likely to possess, what is to prevent "a numerous" and even "a dense" population from vegetating, for instance, on the "rich flats" of the Murray, to say nothing of the plains of Cowandilla? Why talk of the "future greatness and prosperity of South Australia," of "its becoming one day or other a fine English colony," and, "an important and money-making settlement," if the river "or rather rivulet" of its capital is barely sufficient to supply its handful of settlers with fresh water, and its paucity of rivers must for ever prevent any thing like a dense or even numerous population occupying the interior of the country?

But admitting, for the sake of argument, that Mr. James is right, and that South Australia is cursed with this paucity of rivers—nay, that it has not one that springs up within the circumference of its own boundary line, still he has overlooked altogether the fact of the advantages it possesses for internal water-communication. These advantages are thus clearly stated in the *South Australian Gazette* for February 24, 1838:—

"The agriculturist and grazier of New South Wales finds the value of his produce decrease precisely in the ratio he is distant from Sydney; still in some cases it will not

Murrumbidgee better than all the waters of Adelais?" Why does Mr. James suppose them? Simply because he saw it would not do to print them after calling the rivers Torrens and Hindmarsh rivulets, and representing the colony as almost destitute of water for the cattle and domestic purposes. Yes, those very waters which, when Mr. James was in the colony, he could put into comparison with the two largest rivers in New Holland, he passes in this country, with the dexterity of a juggler, through an Irishman's hat!

bear the expense of sending to market at all, having no inland water-communication to Sydney. Now, the remarkable fact to which we request attention is, that the whole water-communication of the territory of New South Wales flows into South Australia. Look at the map, and you will see at a glance that the natural outlet of its most fertile regions is that part of South Australia which connects itself most directly with the river Murray, the 'grand trunk' had high-way of all. The farmer to the westward and northward of the Blue Mountains and of the Australian Alps, or White Mountains of New South Wales, is, in fact, nearer to the markets of South Australia, when 1200 miles distant by water, than he is to the port of Sydney when distant 300 miles by land. The inhabitants of Yass plains on the Murrumbidgee, and of all the navigable streams which water the basin of the Murray on the south, are suddenly placed in easy communication with a sea-port. To the northward, the Lachlan rising above Hamilton plains, —the Macquarie, —the Darling, —the latter river watering, before it reaches the Murray, that immense tract of country stretching from 152° east longitude to latitude 28°, form ready-made roads to market, the value of which may be appreciated by turning the mind to the United States of North America, where internal navigable communication has raised an empire in a few brief years, which, without that aid, all the genius and enterprise of the world combined, could not have effected in centuries. Wherever, therefore, we say, the sea-port of the capital of South Australia be placed, nearest and easiest of access from the Murray, there the New Orleans of this new empire is at once formed. We have the Great Murray for its sister, the Mississippi; the Darling for the Missouri; the Murrumbidgee for the Ohio; and, what is more, we command all the advantages of those great rivers, without the ill-health of any of them. The yellow-fever and the ague are unknown in New Holland. Nor is this all; we have not to remain idle, or wait long for the produce of our industry. In proceeding up the Murray and its tributaries, we are not led into the solitary desert, but into the midst of herds and flocks, and of population—such as it is. We go there as the welcome and unexpected purchasers of their goods. The inhabitants of the Murrumbidgee see a new value added to their property—a new market established for its disposal. They bring down to us their wool and their stock, and take back in exchange the sugar, tea, tobacco, and other necessities of luxuries we have provided for them. There is nothing visionary or problematical in what we state. Stock and sheep are on their way over land to this province by thousands at the moment we write. A year or two more, and the steam-boat will affect all the rest. Let it never be forgotten that this is merely incidental to our position, and calculated to excite and encourage enterprise within our prop-er province. In every direction where the foot of the explorer has been, we hear of the richness and capability of the soil—the luxuriance of the grasses—the magnificence of the timber—the abundance of fresh water—the friendly disposition of the natives. From the north-western point of the Murray, in latitude 33°, across to the head of Gulf St. Vincent, forming a magnificent peninsula, we can assert that there is but one opinion of its surpassing beauty and fertility. Nor is the most distant point twenty miles from navigable water. The land on Hardwicke's Peninsula also is reported to be excellent, as well as that on both sides of Spencer's Gulf. Further westward, within the limits of the province, we hear of the existence of large rivers, navigable for vessels of any size, for upwards of thirty miles from the sea."

South Australia being under the curse (Mr. James's curse) of want of water, he next, and very naturally, represents it as labouring under all the usual evils of drought, so peculiar to New Holland, although the assertion, like all his others, is unaccompanied by any corroborative fact.

"No wonder that South Australia labours under all the usual evils of drought so peculiar to New Holland in general." —pp. 12, 13.

"By a register kept very accurately at Government house, during the whole of the year 1837, it rained 115 days, and was fine and clear 250; and this may be reckoned upon as a fair average of a series of years." —page 20.

A country in which it rains, on an average, 115 days out of 365, can hardly be said to "labour under all the usual evils of drought." But Mr. James has omitted to mention that South Australia is visited

by strong dews ; and does he not know that Chili and Egypt, two of the finest corn countries, have no rain, but are fertilized by the overflowing of their rivers and the falling of the dews ?

Mr. Wade, of Van Diemen's Land, is describing his visit to the colony, but since which time he has gone to reside in it, says, " The longest continuation of dry weather was three weeks ; this, I was informed, was a very unusual occurrence ; the numerous genial showers quicken vegetation exceedingly." Captain Hurst informs us that when he was in the colony it rained six weeks successively, and for six days in torrents ; and Captain Duff assures us, that he never witnessed any symptoms of drought, nor does he think the colony will ever be subject to it. Mr. Gouger, the Colonial Secretary, says that " throughout the summer hardly a week occurs without the most refreshing showers."

" Not only," says the editor of the *South Australian Gazette*, November 11, 1837, " have numerous streams and springs been discovered ; but since our arrival in the colony, towards the close of the last year (1836), there have been none of the long droughts to which Sydney and Van Diemen's Land are subject. We have had rain generally at the full and change of the moon. During last summer, no rain fell for a period of three weeks ; and this is the longest time we have been without it. The dews," he adds, " are sometimes very heavy, and we need not tell an agriculturist what an excellent substitute they are for a shower."

Again, page 11, Mr. James describes the land in the neighbourhood of Victor Harbour as well-watered ; and page 69, he says, that " there is always an abundance of fresh water on its shores, in ponds, all the year round ;" and page 21 the Mount Lofty range, in breadth about 20 or 30 miles, contains, in its whole extent, " somewhere about half a million of acres of a pretty well watered mountain pasture." How do statements like these quadrate with his assertions that the colony is subject to droughts ?

But the truth comes out at last. Not only does Mr. James assure us that the climate is dry, " so that the comparison on this point [with New South Wales] is very much in favour of South Australia," but he informs us that with economy there is abundance of water, not only for man and beast, but for all the purposes of vegetation ! " If," says he, page 20, " the settlers will economize water, and find some means of keeping it when it falls, and not let it run away, they may, in a few years, luxuriate in all the good things of this life ! " But it being absolutely necessary that he should contradict himself, on page 108, he counsels " the settlers on the plains of Cowandilla" not to expend their capital in digging water-holes for the support of the cattle," and " in expedients for damming up the water ! "

Mr. James praises the climate of South Australia, which for eight months of the year, he says, is as fine and salubrious as any person can desire and imagine. From April to November, he declares, it " may challenge comparison with the most favoured regions of the globe, and is in every respect suitable and even delicious to an Englishman's tastes and feelings ;" and he adds, " I have sometimes, in the mornings of April and May, whilst inhaling the pure and balmy

air of Mount Lofty, felt a positive pleasure in mere animal existence in the act of breathing." On page 11, he compares the soil and climate with those of Castile; on page 21 he eulogises its "dryness," and on page 39, he characterises it as "delightfully mild."

But still he complains that "from the latter end of November, all December, January, February, and part of March, the heat is oppressive and almost intolerable." He adds, "I have seen the thermometer in these uncomfortable months, [our veracious author "ate his Christmas dinner" at Melbourne (see page 155,) en route to South Australia, and did not arrive in that colony until the 19th of January 1838,] in a dark room, nearly closed up, and with a thick roof of thatch over it, as high as 96°! not once, but a dozen different days; and, if the instrument is hung upon a wall in the direct beams of the sun, it rises to 140°!"* He likewise states, that the pulverized "dust which, from its extreme fineness, penetrates everything," of course finds its way into the settlers' eyes, and a "three months' attack of ophthalmia is the frequent consequence," whilst, as a matter of course, "half the people have got bad eyes!" He says, notwithstanding, page 21, that "except the ophthalmia before complained of, the writer saw nothing indicative of disease. The inhabitants may be said to live almost constantly in the open air—retain for a long time their English ruddiness of complexion—appear free from the prevailing diseases of New South Wales: viz. the dysentery and influenza, and even the children, when kept clean, a very difficult matter in summer-time, look plump and chubby."

We now turn to Mr. James's estimates of the soil and climate of South Australia, and here our quotations must be somewhat lengthy.

"The character which stamps the South Australian climate as most valuable in the eyes of the settler is its peculiar adaptation to sheep-farming, and the growth of wool,"—page 20.

"But in a country like South Australia is proved to be, unfit for extensive cultivation, and only adapted to the growth

"The soil of South Australia, as far as the country has been explored, is superior to that of New South Wales and Van Diemen's Land; that is, there does not appear to be so large a proportion of bad soil as compared with good, as notoriously obtains in the older colonies, where out of 20 acres it may generally be reckoned

* This is one of the many attempts which Mr. James makes to impose upon his readers. We have already stated that he was only three months and a half in the colony; that is, from January 1st. to May 4, 1838; although he proclaims on his title page, and at page 205 of his book, that he was "six months in South Australia." Here, in his description of the air, soil, and climate, he tries to make the public believe that he had personally experienced all the changes of the seasons, and that "from the latter end of Novem'vr, all December, January, February, and part of March, he had seen the thermometer, in those uncomfortable months, as high as 96°! not once but a dozen different days!" whereas he did not set foot in the colony until January 19th. And at page 79 he refers the reader to his Gardener's Manual, which, says he, "as the author was always fond of gardening, he has drawn up for the use of the settlers in South Australia. They are," he adds, "offered with great modesty (!) to those of his friends near Adelaide, who understand the thing much better than he does; but in the absence of any other manual, and till there is a better, he hopes they may be acceptable!" He inscribes his "Manual" to "the Landowners of South Australia," and it embraces all the twelve months of the year! What impudence!

of wool, and the rearing of large cattle," &c.—page 207.

"South Australia, like all other colonies of New Holland, is merely a pastoral country. It is wool, not wheat, that will make the settlers rich."—page 207.

"There is a fortune to be made in any part of South Australia by sheep-farming."—page 112.

all over the territory that one acre is good and 19 bad. It is, generally speaking, far superior in South Australia, and the friends of the Surveyor-General have stated, that he chose the situation of the town for the richness of the soil, though it is the first time, most likely, in the history of colonization that such a reason has been adduced. There is an abundance of good soil all over the Cowandilla plains, stretching from the foot of the mountains to within a mile or two of the mangrove swamps on the edge of the salt-water creeks. In short, there is more good soil than will be required for many years to come; it is generally composed of a rich loam, averaging about nine inches thick, on a substratum of coarse calcareous rock, and through the whole extent of the plains around the settlement gives evidence of having been, at no very remote period, covered by the sea; every stone you pick up being a part of the rock, and exhibiting a congeries of little shells. Over the hills, the soil and vegetation is still finer, and the author visited a tract of country between the mountains and the mouth of the Murray, that seemed to contain nearly 100,000 acres of excellent rich soil, in many places ready for the plough. At the head of the Gulf of St. Vincent, the land gets low and swampy, and at the spring-tides is overflowed to a great extent, and exhibits a waste of waters. Towards the hills, about Cockatoo Valley, and the Para river, the soil is again high and dry, of a rich chocolate colour, and capable of growing anything."—pp. 18, 19, 20.

"Victor Harbour is in the neighbourhood of a rich and valuable country. It is distant only ten miles from Lake Alexandrina, where one thousand acres, for any purposes of cultivation, is worth all Kangaroo Island put together."—page 9.

"The land about Adelaide will grow rye."—page 210.

"All the hundreds of bullocks now employed dragging up wagon-loads of luggage and merchandise from Adelaide Swamp to Adelaide Township may then [when another town rises up in the land-choked basin of Port Lincoln!] be dispensed with, and go a ploughing, as they ought to have done long since."—page 34.

"Here [at the Court-house] assemble most of the strangers or visitors to listen to the deeply interesting cases that are going forward before a hundred spectators, who would be better employed ploughing."—page 54.

"All the bullocks and horses in the colony, instead of being employed at the

plough, are employed at this [the carrying trade].”—page 88.

“Keep the plough going.”—page 214.

“Busy time for the plough and spade. Continue sowing wheat all this month [April].”—page 215.

“Keep on sowing wheat.”—page 216.

“Plough for barley and oats, and sow for a general crop.”—*Ibid.*

“Plough sway: this sort of work cannot be overdone.”—page 219.

“Ploughing may generally go on in South Australia nine months in the year; all, indeed, except December, January, and February.”—page 266.

Here is a labyrinth of folly and absurdity—a maze of contradictions and perplexities, through whose tortuous windings it would be impossible for the most quicksighted to grope their way. “South Australia is *only* adapted to the growth of wool; it is *merely* a pastoral country,” &c.; and yet its soil is “rich,” “ready for the plough,” and “capable of growing anything;” and there is nothing in the vegetable kingdom that Mr. James does not recommend being cultivated! Again he asserts “it is wool and not *wheat* that will make the settlers rich;” and “next to sheep (page 122), the breeding of cattle will turn out of most advantage. After cattle, the breeding of horses will pay most profit; and after horses, *pigs!*” Agriculture is not once mentioned as a likely source of profit; and yet Mr. James exhorts the colonists to “keep the plough going nine months in the year,” and finds fault with them for not growing their own wheat!! But there is nothing like going the whole hog; and our author has done so with a vengeance. Page 38, “he [the emigrant] ... *has* nothing to do with land, and not buy an inch of it.” Page 108, he is “not to own a brick, or an acre of land in any part of the colony;” and yet he is to plough and sow, ay, and to gather into barns! But, after all, Mr. James elsewhere asserts, “if the settler would do any good, he must go at once into the bush, tend his sheep, and rough it for four or five years, when he will have the satisfaction of converting “each of his hundred pounds that he took with him into thousands!” But we must do Mr. James the justice to add, that, while he advises emigrants “not to buy any land whatever,” he tells them to go and *rent* it.

What, again, can be more fallacious and bewildering than the following?

“In a country like South Australia is proved to be, unfit for extensive cultivation, and *only* adapted to the growth of wool and the rearing of cattle,” &c.—page 181.

“It would not be credited in London, Sydney, or Hobart Town, that, although it is three years since the land was sold and paid for, there is not to this hour [March 10, 1838] one single plough that has ever broken the sod of South Australia!”—p. 84.

If the plough has never broken the sod of a country comprising nearly 300,000 square miles, or 192,000,000 acres, how can it have been proved to be unfit for extensive cultivation? And how does Mr. James reconcile such an assertion with his declaration, page 19, that

"he visited a tract of country between the mountains and the mouth of the Murray that seemed to contain nearly 100,000 acres of excellent rich soil, in many places ready for the plough, and that towards the hills about Cockatoo Valley and the Para river, the soil is high and dry, of a rich chocolate colour, and capable of growing any thing," with many such like admissions?

Once more.

"The land about Adelaide is not calculated to make any very great return for the large capital that must be expended on it."—page 108.

"The situation of this [Mr. Allen's garden] which belongs to Government, has been judiciously selected; it is a low swampy piece of land, to the west of the township, and has formerly been flooded; in some places it is very rich dark mould, on the usual limestone rock, and capable, with plenty of manure and profuse watering, of producing astonishing crops of both English and colonial vegetables. The trees want cutting down, and the cows of neighbours kept from the cabbages by a substantial fence, and then it would bring in 1,000l. a year."—page 80.

"At this province must become, some day or other, a wine country, March will always be an important month, as this is the vintage."—page 213.

"An orange orchard near Adelaide, of twenty acres, would bring in 1,000l. a year."—page 214.

A thousand a year each from a kitchen garden and an orange orchard, and the promise of a rich vintage; and yet, "the land, good as it is in many places, not worth 5s. an acre," and "not calculated to make any very great return!" Can any thing be more absurd?

Mr. James, in his postscript, states, that South Australia "is very foolishly called 'the Land of Promise,'" and yet he himself predicts, (page 20,) that, if the settlers will but economize the water for the purpose of artificial irrigation, it will soon become a Southern Goshen. But he shall deliver his own prophecy.

"Indeed, there can be no doubt that South Australia will in time be a very abundant country. If the settlers will economize water, and find some means of keeping it when it falls, and not let it run away, they may in a few years luxuriate in all the good things of this life. Whatever is to be seen of vegetable produce in the markets of Lisbon or Cadiz, Sicily or Algiers, the settlers in the new Colony may equally command. It is peculiarly the country of the grape and melon, oranges and lemons, figs, olives, pomegranates, and loquats, and even at its present infant state produces as fine melons as the Levant."

The Colonial Secretary has recently stated, that Mr. James has predicated above, even more favourably of South Australia, than he himself, with all his predilections and personal observations, would have ventured to do!

On the subject of South Australian sheep-farming, we have stumbled upon two paragraphs, which we must leave Mr. James to reconcile.

"No profits of sheep-farming, great as they undoubtedly are, would enable any grazier to give 5s. an acre for land, in a country which requires, on an average, ten acres to feed a sheep—which is the case all over New Holland and Van Diemen's Land."—page 39.

"The general character of the country, as far as it is at present known, may be said to be such as to require from two to five acres to feed a sheep, and from fifteen to twenty acres to feed a cow."—p. 162.

For Mr. James to leap from "two to five," and from five to "ten," is a trifle, seeing he can with so much ease and apparent nonchalance, falsify all facts, comparisons, dates, figures, and computations. "From fifteen to twenty acres to feed a cow!" in a country where the land in its natural state yields from two to three tons of hay per acre! Why, in this country, two acres will feed a bullock. Besides, our author tells us, page 108, that "there is plenty of grass at present in the interior, and grass costs nothing;" and, elsewhere, that in the winter time he brought a sort of cock's foot from the mountains six feet high!

Can any contradiction be more violent than the following?

"South Australia, though a beautiful sheep and cattle country, will never arrive at any very great commercial importance."—page 131.

"Those who have speculated in town lands at Adelaide, will not listen to any, the least breath of, objection to the beauty and suitableness of that spot, for a great commercial city."—page 146.

"The revenues arising from the duties on imports might be made to amount to a very considerable sum; and there would be no difficulty, even at the present moment, of levying 10,000l. a year, without the slightest inconvenience to the public."—page 137.

What, Mr. James! Could you draw a revenue of 10,000l. a year without the slightest inconvenience to the public, from the imports of an infant Colony; "with the chances" (as you say in your postscript) "for the present greatly against it;" whose chief town you have pronounced "an unnatural abortion;" whose port you stigmatize as "wretched and inconvenient;" and whose inhabitants you represent as "congregated in the miserable village of Adelaide, and, without growing a potatoe, being dependent for every meal of victuals upon foreign supply?" Were your representations to be depended upon, we should say that they were rather objects for aims than subjects for taxation. No wonder you were invited to the Colonial Board, for you are indeed a very clever, though a very hard-hearted financier:—10,000l. a year from the pockets of 5,000 miserable potatoeless settlers! This is something like getting blood out of stones. But to be serious: why may not South Australia become commercially important? You have told us, (page 21,) that "it will soon rival the older colony of Sydney in the fineness, if not in the quantity of its wool;" and you elsewhere assert, that the opening of Victor Harbour will ensure to it the coasting trade, "whilst the foreign and export trade must, in spite of the first unfortunate selection of Adelaide, be all carried on at Port Lincoln: and again, as though to make assurance doubly sure, you declare, that its magnificent river, the

Murray, will, in a few years, be the great high road for most of its wealth and commerce. What, then, is to prevent South Australia, stamped already by your own hand as superior to the older colonies of New South Wales and Van Diemen's Land, in soil, dryness of the climate, in possessing such a port as Port Lincoln, and such a river as the Murray,—as *so vastly superior* to them in its entire freedom from convicts and convictire, and as bidding fair to out-strip them in sheep-farming,—what is to prevent the new colony from attaining a commercial importance commensurate with its natural and physical capabilities? If Sydney, inferior in so many points of comparison to the new colony, presents “many other openings, besides farming and grazing, and capital may be advantageously employed there in trade and commerce, whaling, banking, and some sort of manufactures,” why cannot these and other pursuits be followed in South Australia, with equal, if not greater advantage and success, in proportion to its population?

In two adjoining pages Mr. James contradicts himself most flatly.

“The great and staring want of all exports is one of the principal evils of South Australia.”—page 138.

“What is to prevent their raising barley, oats, maize, potatoes, bran, onions, apples, currants, turnips, hay, boards, batons, and scantling, laths and shingles, soap, candles, beer, butter, cheese, tobacco, pigs, poultry, leather, &c. They should all be raised in the Colony before experts are much talked of, and not brought as they now are from the adjoining Colonies of New South Wales and Van Dieman's Land.”—page 139.

On imports he is as much at variance with himself as on exports.

“The first step towards exporting is to put an end to the *ruinous* imports of farm produce from Sydney and Van Diemen's Land. Now in the *fifth* year of its establishment, it is high time South Australia should leave off buying her wheat and flour, mutton, beef, and pork, from the adjoining colonies. Such cargoes after cargoes of these things, immediately emigration slackens, will drive every piece of money from the colony, and leave it comparatively without a shilling.”—page 139.

“In many previous schemes of this nature, the colony has often, in its infancy, nearly perished for want of provisions; but in South Australia this is impossible, from its facility of communicating with the more abundant and long-established neighbouring colonies of New South Wales and Van Diemen's Land, where provisions are always to be had at moderate prices.”—page 206.

Leaving Mr. James, for the hundredth time, to reconcile his own contradictions, we will here expose one of his subtle fallacies. Although South Australia is now “in the *fifth* year of its establishment,” (i. e. from the date of the passing of the Act declaring it a British province,) it is little more than two years since the first settlers set foot on its shores (the province was proclaimed by the Governor on the “swamps” of Glenelg, on the 28th of December, 1836); and Mr. James himself informs us, page 64, that matters had been managed so badly in the colony, up to March, 1838, that the country land was not ready for cultivation, emphatically adding, “There is not to this hour [his letter, from which we quote, appeared in the South

Australian Gazette of March 10, and is significantly signed 'Lackland'—did he lack nothing besides? *one single plough that has ever broke the sod of South Australia.*" We put it, then, to this candid and impartial writer, with what show of reason or consistency he could declare, in the Christmas of the same year, "It is high time South Australia should leave off buying her wheat and flour!"

But neither again is Mr. James's statement true, that in March, 1838, "one single plough had not broken the sod of South Australia." Mr. Gouger, the Colonial Secretary, saw two acres ploughed up before he left the colony in November, 1837. The Rev. T. Q. Stowe, who, Mr. James assures us, "is an honour to his church," writing to England in March, 1838, says, "One half grudges the plough its facile conquests of these beautiful parks;" and Mr. Giles, writing on the 14th of the previous month, says, "We have just gathered in our little harvest of wheat*, barley, oats, and maize, which have proved of the best quality, and amazingly productive!"

On no subject has Mr. James betrayed his ignorance so much as on that of land. He is an advocate for cheap land; and, were his principles of colonization to be acted upon in South Australia, he would sell the land for any thing he could get for it, and plunge its settlers into a worse condition than befel the first adventurers to the western shores of New Holland. But, unfortunately, the fundamental principle of holding the balance even between the capitalist and the labourer—sending out no more labour than is adequate to the soil, and of keeping the upset price sufficiently high to prevent the labourer from becoming a landowner, until he can provide a substitute, stands in Mr. James's way. He soon, however, disposes of it. "The plea," says he, "set up by the sellers of the land, that you pay the 20s. not for the land itself, but for the labour sent out, is a mere mystification of the business, and, as far as the purchaser is concerned, is of no consequence at all to him." Having thus summarily got rid of the stumbling-block, he goes on pell-mell, cutting right and left.

We have strung together a few of his absurd hypotheses with respect to the value of the land, rather for the amusement of the reader, than with the intention of giving them a serious and formal reply.

"This [1s. per acre] is a great deal too dear, and I thought in New-South Wales and Van Diem's Land to be the rock upon which the whole concern will be wrecked. People in New South Wales, where the price is five shillings per acre, calculate that sheep would not pay even at that, unless the purchaser command a large back run; and they prefer letting a section at twenty shillings yearly, which is about a farthing and a half per acre!"—page 149.

"There cannot be any doubt that if the price of land in South Australia had been one penny per acre rent, on seven years' leases, with the option of buying it at any time during the continuance of the lease at thirty years' purchase, or half-a-crown an acre, there must have been a very strong preference given to the new colony; but 20s. per acre, or even 12s., as it has once been, is the perfection of folly, because it is not worth it for any purposes of pasture or cultivation."—page 161.

"Good as the land is in many places, it is not worth more than 8s. per acre, and most

* The author has seen a sample of wheat raised near Adelaide, and sent home per Rapid in 1837.

ultimately be fixed at this price; and, even then, unless you select your purchase with so much skill as to command the adjoining run or vacant pasture for ever, and in extent five times as much as you purchase, it would be madness to give so high a price as 5s. per acre."—page 39.

"In breadth it [the Mount Lofty range] may be about twenty or thirty miles, and it contains in its whole extent somewhere about half a million of acres of a very pretty well-watered mountain pasture, abounding in fine timber for building purposes as well as for fencing, wheelwright's work, &c., and worth two or three shillings per acre."—page 12.

Is Mr. James aware that land cannot be purchased in any British Colony for less than 5s. an acre? and that the price of land in New South Wales is raised to 12s. an acre?

But the simplest, the readiest, and we opine the best answer to our croaking author, will be just to set down in figures (for figures cannot lie) the actual and progressive sale of land from the foundation of the colony to the present time. The account stands as follows:—

	Acres.
Land sold by the Commissioners in England up to December 7, 1837	64,358
————— during the year 1838	37,800
————— in January, 1839	6,800
————— in the Colony in July, 1838 (the first week the Land Office was opened)	1,502
————— August 15 and 29, and September 6, 1838	3,040
	Total 113,500

Amongst the purchasers of land in the colony, we observe several farmers, and two of them purchasers to a large amount. We presume they intend to follow Mr. James's advice, and to "plough away nine months in the year."

Mr. James continues:—

"Nobody can help being pleased with the rich lands of Illawarra; and it would not surprise the writer to hear, in the course of ten years, that the lands there, cleared, fenced, and with suitable buildings, realize 20s. per acre of annual rent."—page 179.

Surely, then, the land in South Australia cleared is worth one year's rental of the rich lands of Illawarra at any rate!

That Mr. James should indulge in such rhapsodies as the following is not to be wondered at.

"My advice to emigrants is, not to buy any land whatever."—page 162.

"But he [the emigrant] must have something to do with land, and not buy an inch of it."—page 38.

"There is no doubt that hard-working, industrious persons, who will not grumble at roughing it for four or five years, and perseveringly attend to the sheep and have nothing to do with the city of Adelaide, or the purchase of land anywhere, will make a fine providence."—page 170.

"With care and attention—*and* living the life of a hermit for five or six years—following, dressing, and shearing his sheep himself—buying nothing—building nothing—owning not a brick nor an acre of land in any part of the colony—such a young man will do."—page 106.

Thus, according to Mr. James, the settler is neither to buy an inch of land, nor to own one single brick in the colony; and yet in one place he admits that *some* land is necessary—in another, he complains of the hardship of new-comers not being able to buy land on their arrival—and in a third, he advises them not to pay the monopoly prices now demanded, but to wait and purchase it when the price comes down, which, he says, must soon be the case!

After the reader has listened to Mr. James's descriptions of the soil of South Australia—its richness—its capability of growing every thing, &c. &c., he will be startled when we tell him that somehow or other, if our author is to be believed, it has not produced a single potatoe! But we prefer Mr. James telling his own *stories*.

"Where the money is to come from, in a little society, that has not yet raised a potatoe, much less a single bushel of grain, they do not inform us."—page 146.

"Five thousand people by this time, Christmas, 1838-39, are congregated in the miserable village of Adelaide; and, without growing a potatoe, are dependent for every meal of victuals upon a foreign supply."—Postscript.

"Potatoes and pumpkins, for some reason or other, have not succeeded very well with Mr. Allen."—page 80.

"Those potatoes which were planted in April, must now have the ground drawn up about their stems, but not too much or too firmly, or it would prevent their growth, by keeping out the sun and moisture."—page 218.

"At the full moon plant potatoes."—page 223.

"Keep sowing potatoes."—page 228.

Although every now and then Mr. James makes our mouths water with his accounts of the pumpkins and melons which he saw at the governor's table, he never once tells us that he saw a dish of new potatoes. Indeed, how could he, if they had not been raised when he was in the colony? But he has not hesitated to declare that up to Christmas, 1838, (seven months after he left the colony), a single potatoe had not been grown! What! not in Mr. Allen's garden? "Yes," cries Mr. James, at length detected in the falsehood; "but, 'for some reason or other, they have not succeeded very well with Mr. Allen.' We will now see whether they have succeeded better with any of Mr. Allen's brother-colonists. We begin with two or three quotations from the *History of South Australia*, page 55.

"A settler's description of his garden is also worthy of attention:—' My garden is really becoming valuable. We have had in the following succession—radishes, mustard and cress, cabbages, peas, and potatoes, in small quantities, from it already.'

"The healthy appearance of all descriptions of vegetables" (which are esteemed by the colonists an important and exceedingly agreeable summer diet), writes another, "exceeds the most sanguine expectations of the horticulturists. Potatoes, peas, turnips, onions, cabbages, cauliflower, thrive admirably."

"Here is a short, but valuable, extract, from a letter written soon after the writer's arrival in the province:—' Vegetables grow quick. I have an onion I planted one month after I landed, and the seed is nearly ripe. I have potatoes, peas, French beans, and cabbage plants, coming on nicely.'

But we have evidence that potatoes were grown throughout the year 1837. Captain Chesser, with whom the writer conversed the other day, states that during the time he was in the colony (from Ja-

uary to April, 1837), he saw potatoes growing. A settler writing under date of July 4, 1837, says, "We have many English plants now growing, such as *potatoes*, onions," &c. Another, under date of Sept. 11, 1837, says, "I have an entire acre planted with *potatoes*, *peas*," &c. Mr. Gouger, who left the colony at the latter end of November of the same year, saw two acres of potatoes growing in Dr. Wright's garden, and he adds, "Several other persons were cultivating them largely;" and Captain Duff (of whom, we believe Mr. James has *some* knowledge) assures us, that, when he left the colony, in January, 1838, potatoes were to be seen in a healthy state in the settlers' gardens!

But we have not done with this potatoe business. Page 53, Mr. James states that the resident magistrate's salary is 100*l.* a-year, "which, when potatoes are 50*l.* per ton, is exactly a remuneration of two tons of potatoes per annum!" But in the list of prices which he gives "of a few articles in Adelaide, when the author left in May, 1838," he quotes "Potatoe, per 112lbs. 16*s.*" adding, however, "they had been up to 50*s.* [i. e. 50*l.* per ton] in February." Potatoes 50*l.* per ton! and yet he tells us (page 29), in his description of Port Adelaide, that "onions and *potatoes*, apparently to be had for picking up, were lying about the high ground in every direction!" We have examined the Adelaide prices current for the period to which he refers, and subsequently, and find potatoes uniformly quoted at from 12*l.* to 18*l.* per ton. Captain Hurst was in the colony from November, 1837, to May, 1838; and he informs us that the highest price he ever knew potatoes during that period, was 28*l.* per ton; but that the average price was as we have stated it.

Fire-wood is another thing which, according to one and the same authority, both is and is not.

"Fire-wood of all things might be expected to abound in an infant colony, but, like water and ballads, it is not to be had."—pp. 130, 9.

"Good morning, sir," said a man in our walk. The author replied that he had quite forgotten who it was that addressed him. "I came to the colony, sir, in the same ship with your honour, when he was immediately recognized. 'And what are you doing here, my man?' 'I am employed,' said he, 'in collecting firewood for the brick-makers!' 'I hope you are doing well.' 'Yes,' said the man, 'I have no cause to grumble: it brings me in, one day with another, for, 2*shillings* a dry.'"—page 73.

"They [the labouring emigrants] work principally at grubbing up the trees in the parts of the forest intended for streets, &c. The author was told that the Saturday's payments generally amounted, for the street work alone, to 70*l.*"—pp. 81, 82.

"Long before the trees are all cut down, this city of Adelaide," &c.—page 82.

"When the author was walking through the woods of Adelaide," &c.—page 172.

"This long continuance of bareness and sand made the approach to the new colony particularly pleasant, for there

they discovered well-grown stately trees of stringy bark stretching in magnificent profusion all the way up the eastern slopes of the Mount Lofty ranges." —page 16.

We might easily multiply quotations from Mr. James's own pages to prove that the colony neither is, nor is likely to be, destitute of fire-wood. Moreover, all the settlers tell us that, for a trifling remuneration, the natives will fetch them as much wood and water as they require. But at once to remove any such groundless alarms as those which Mr. James seems disposed to spread, we may repeat here, what we have stated in the *History of South Australia*, pp. 62, 63; namely, that there are thousands of acres of the stringy bark tree; and it is estimated that, if twenty thousand persons emigrated to South Australia every year, for the next century, there would be enough for them all; and, since Mr. James is of opinion that a population of *fifty thousand* "are as many as the most sanguine friends of the colony can anticipate *for a century to come*," there will surely be wood enough and to spare. But, page 139, he talks of exporting bark! Well done, Mr. James! The bark is to be had, but no wood. "Fire-wood is *not* to be had!" The Torrens "is barely sufficient to supply the handful of settlers with fresh water;" and "up to this time, Christmas 1838-9, five thousand people are congregated in the miserable village of Adelaide, without having grown a potatoe." To emigrate to South Australia under such circumstances, and with no better prospect, would indeed be "little short of madness."

But there is no stone in the colony! "Stone-cutters," says Mr. James, page 85, "are not wanted; there being no stone to cut anywhere about the place!" Indeed! How, then, did they manage to build a stone church? And why should they talk of building two bridges of stone across "the tiny little Torrens?" And how comes it to pass that many of the settlers have built themselves stone houses? But Mr. James's friend, the editor of the *South Australian Gazette*, shall settle the point. "There is *plenty* of excellent stone, lime, brick, wood, and all materials for building everywhere to be obtained *here*, (says that journal, July 21, 1838,) at reasonable prices." Stone-masons, writing home, assure their friends that they are making a pound a-day; and that stone-masons' labourers can earn six shillings a-day. Who is to be believed?

Mr. James says provisions are both dear and cheap.

"Even were South Australia an abundant and cheap country, such a remuneration [£800 a year, the Governor's salary] would be ridiculously small: but the fact of *every* thing being three times the price it is in England, £800 a year is barely sufficient to support the common household and family expenses!" —page 79.

"The prices of provisions and other things, of course, at such a distance, can give nothing but an idea of the value, as they are very fluctuating. For instance, when the author came away, salt beef or pork, tea, wine, sugar, &c. were as cheap and cheap as in England!" —page 86.

"Notwithstanding the influx of emigrants, provisions continued [he is quoting from Adelaide's papers up to July 14] reasonable, and beef and mutton had fallen so low as 1s. per pound." —*Postscript*.

But, continues our author, in his contradictory career,

"Instead of this [800*l.* a year], the Governor's salary ought to be 2,000*l.* per annum, which is what the Colonial Secretary and Chief Justice receive in the neighbouring colony of New South Wales—a country, too, where everything is excessively cheap, and where every body, till lately, could have as many convict servants as they wanted."—page 79.

"The more abundant and long-established neighbouring colonies of New South Wales and Van Diemen's Land, where provisions are always to be had at moderate prices."—page 200.

Mr. James is guilty of another striking absurdity in reference to the colonial salaries. He contends, as we have seen, that the Governor's salary of 800*l.* a year is a "paltry" one;—that it is barely sufficient to support the common household expenses, and that it ought to be 2000*l.*; and again, on page 168 he describes the situations of the officers of the Commissioners as "paltry and very doubtful;" and yet he elsewhere reads the Resident Commissioner a lecture on his want of loyalty, and tells him that a colonial appointment of 400*l.* a year ought to make kings and queens tolerably endurable to him. Not, we opine, if potatoes are 50*l.* a ton; and everything is three times the price it is in England!

Another of Mr. James's veracious statements is, that, when he was in the colony, there was only one piece of ground under cultivation. These are his words: "But it is high time to make for Allen's garden, which is interesting, not so much for the high state of cultivation it exhibits, as for being the only piece of ground in the colony cultivated at all."—page 79. On page 17 he speaks of the excessive heats drying up "all garden vegetation;" but, omitting any inference we might draw from this admission, we have a contradiction ready at hand. Mr. Gouger, who left the colony six months before Mr. James, says,

"No inconvenience, however, is now likely to be felt by new comers from the want of vegetables; gardening operations are being rather extensively pursued, and, I believe, uniformly with good effect. Mr. Hack has enclosed, and is cultivating as a garden, seven acres; Dr. Wright has two acres of garden; the South Australian Company and Mr. Fisher have also large gardens. But Colonel Light is the most successful of our gardeners; by mixing some of the river mud with the natural soil, he has produced by far better vegetables than any other South Australian."

On the subject of the social state of the new colony, as well as on every other point relating to it, Mr. James flatly contradicts himself.

"There are no huge barracks in Adelaide full of wicked and condemned men—no female factories or penitentiaries—no enormous jails and permanent gibbets in the public streets—here are no poor-houses often calling for enlargement—no lunatic-asylums, with their drear and soli-

"But to return to Sydney, which is now becoming a gay and expensive place, the only thing cheap there being bread and meal, tea, sugar, and wine; very important items in the housekeeping of a family, but of small amount comparatively in the expenditure of a single man."—pp. 169, 4.

"So, again, in the new colony—they were all to form one united, harmonious society, and, of course, as there was to be at last discovered that happy elysium in South Australia, where misery and want and crime were to be unknown; so, as we have seen, no provision was made at the first

lary coils, offering their living epithets to the sad victims of vice and rum! Nothing of this kind; and, as a gentleman said the other day, with all its newness, and with all the unavoidable inconveniences peculiar to so recent a settlement, I would rather settle in South Australia, with 1000 a-year, than £100 amongst the contagion of convicts in New South Wales or Van Diemen's Land on an income of 2000!—page 42.

"Next to the delightful mildness of its climate, and the simple state of its society," &c.—page 30.

"The settlers of the old colonies may jeer at what they no doubt term the ignorance and prejudice of the poorer Province."—page 41.

Mr. James has placed on record (see pp. 54, 55) a flagrant example of his want of candour. He prefaces his account of the first execution in the colony, by telling his readers that he was present at the Court-house in Adelaide on the 26th of April, and that he heard the sentences passed upon the fourteen unhappy men who had been found guilty during the assizes. He adds,

"It may appear strange, that in a community so small, and so recently formed, and almost entirely by voluntary emigration from Great Britain, that a scanty population of only 2000 persons could furnish so many as fourteen culprits in the short period of three months since the previous sessions. But so it is.

"'Tis true, 'tis pity; and pity 'tis 'tis true.
And under the circumstances, such an amount of crime cannot but excite in us a sense of the deepest humiliation."

Now, on turning to the *South Australian Gazette* (the file of which, Mr. James advises all his readers to consult), we find the following paragraph in the number for April 28, published two days after the sessions, and six days before Mr. James left the colony. "It is a fact worthy of notice, that none of the prisoners convicted at the late assizes are emigrants sent to the colony at the expense of the Emigration Fund; but are persons who have come from the neighbouring colonies. Magee, the unfortunate man condemned for the attempted assassination of Mr. Smart [and the circumstances of whose execution Mr. James so graphically narrates], is a runaway convict."

Intemperance is known to prevail to an alarming extent in the colony; but whether or not Mr. James received any hush-money from his jolly-full-bottle friends who opened their wine and filled his glass, without a question, we cannot say. Certain it is, according to his account, that there is a "great freedom from drunkenness," and that "he never was witness to any case of intoxication."

"This law [the Spirit License Act] works well, and produces the effect desired, viz., a great freedom from drunkenness; any person convicted of being drunk is fined next day at the police-office two pounds, and the author has great pleasure in stating, that during the whole

founding of the colony for the necessary expenses of police and constables, jails or watch-houses. Society was altogether to be re-organized, and there were to be no thieves, burglars, or bush-rangers, and no occasion for any punishments or restraints. But it has been found out, by this time, that human nature is pretty much the same in all countries, and that neither the moral nor physical peculiarities of South Australia offer any exception to the general rule."—page 147.

"The sixteen marines which the late Governor resolved on detaining in the settlement, after the departure of H. M. S. *Buffalo*, were, to tell the truth, a very troublesome set, not to be depended upon; under the command of a corporal, they did as they liked, got drunk when they could,

of his visit he never was witness to any case of intoxication, and he believes that the tea was never levied more than once or twice during the period alluded to."—page 91.

and like the Praetorian bands of former days, would have almost assumed the command of the colony, if his late Excellency had not occasionally tied the ring-leaders up to some adjoining trees for twenty-four hours to sober them, and cool their courage. This trying people, to trees for safe custody is obliged to be resorted to occasionally for want of proper places of lock-up, or watch-houses."—page 69.

"On, no, said he, the brickmakers are very careless and spend their money as fast as they earn it, in drink. They have not made a brick, Sir, since last Monday was a week."—page 73.

"The colony is a very dry and thirsty place, and offers great temptations for the too free use of ardent liquors."—page 91.

"The butchers, tavern-keepers, grog-brokers, and brewers, seem to be getting most money in a general way."—page 87.

"In continuing our walk, there seems to be nothing but grog-shops in every direction; but there really are not more than thirty."—page 90.

"Although unlike New South Wales and the other convict colonies of Van Diemen's Land, they have not quite so much to forget in the new province as they have to the eastward, yet they still indulge in an occasional draught of sweet oblivion in the public-house, and the retail trade in glasses and gills of happiness, is, and always will be, profitable."—page 169.

Mr. James's own admission would seem to imply that there was not so great a freedom from drunkenness, as he asserts in the opposite column. But, if the reader will turn to page 132 of the History of South Australia, and read the foot-note on this subject, we think he will be still more indisposed to credit Mr. James.

His contradictions respecting the propriety or impropriety of encouraging free emigration are equally amusing. Whether "to be or not to be" is a question which such statements as the following must leave undecided :—

"It would be well if the Queen's ministers would commence a large and liberal system of voluntary emigration to all the Australian settlements, especially South Australia and Port Phillip."—page 44.

"One of the worst features to be apprehended from these unfortunate schemes [the colonial squabbles about the land surveys], will be an immediate check to that spirit of emigration upon which the future greatness and prosperity of the colony so materially depend."—page 62.

"They [the Australian Colonies] are all good, and the worst place among them is, perhaps, better for the young and enterprising than stopping at home. Whether South Australia or Portland Bay, Port Phillip or Launceston, Hobart Town or Sydney; there is in all of them a greater chance

"Upon the whole, the colony is getting on rapidly—perhaps too rapidly, and the existing disposition in England to emigrate to South Australia can only be termed anything short of madness."

"Swan River was one of the first by the same injudicious rush of emigrants, principally from London; and a similar reaction will take place in South Australia, if some means are not adopted to check this eagerness for emigrating to what is very foolishly called the 'Land of Promise.'"—Postscript.

getting forward than seems to offer in England, Scotland, or Ireland. What is there to be done in England, except you have money and connection?"—pp. 110, 161.

Now, Swan River was not overdone by an injudicious rush of settlers. The first and fatal evil in the foundation of that colony was, that too great facilities were afforded for the purchase of land, so that the labourers at once became owners, and left the original proprietors of the soil to shift for themselves. In South Australia this is provided against. But, as usual, our author is in opposition to himself on this as well as other points; for, on page 153, he asserts that Swan River "has fallen a victim to puffing, and the inevitable results of a short supply of provisions, and of beginning the rough work of a new settlement by means of ladies and gentlemen, instead of athletic labourers." This statement is just as false as that the colony was overdone by a rush of settlers. Mr. Peel, and the families who accompanied him, took out *three hundred labourers*; but, for the reason already assigned, they gradually deserted him, and attempted squatting; and, in the interim, his stock was stolen or died, his stores and implements rotted on the beach, and he himself was reduced to the necessity of making his own bed!

Mr. James's book contains some remarks upon Kangaroo Island, which next claim our attention.

He states, pp. 22, 23, that in October, 1833, "it was a desert island without inhabitants." Now, at that very time, there were at least 120 settlers upon it, and it had been inhabited for years before by several sealers, and some native women who had joined them from the main land.

Again, page 23, he describes it as a "worthless and inhospitable island." He admits, page 100, that

"Nepean Bay is undoubtedly a good and a valuable bay for taking shelter in a south-west gale. There is room, (he says,) for any number of ships, protected by a low reef from any wind but a norther, and as they never blow here with much force, the bay may be considered a capital place. But then the entire island is good for nothing, and can never, for want of land and fresh water, be able to support a population."

And, page 9, he says,

"Nepean Bay, though a safe, commodious, and extensive anchorage, can never be of any consequence to the colony, except as a place of refuge for abipping in the winter season, when the west and south-west gales prevail; because the whole territory of Kangaroo Island, without fresh water, and nothing but rocks and scrub, is so utterly worthless for any purposes of general cultivation, that I should consider it dear at a penny per acre."

Now, although to procure a supply has been very expensive to the first settlers, Kangaroo Island is not, neither has it ever been, destitute of fresh water; and another fresh-water spring has recently been discovered in that "good for nothing" island.

But then the land is bad,—nay, it is so utterly worthless, for any purposes of general cultivation, that Mr. James would not like to buy it at a penny an acre. The land, we believe, is not bad when cleared

and broken, but this will be attended with some expense. The garden plots, which the sealers had under cultivation, when the first settlers landed, were described as very productive. Two of the sealers had about five acres under cultivation. Their wheat was excellent, although grown five successive years without changing the seed. Captain Hurst informs us, that he has seen vegetables as fine and as abundant as could be produced in this country; and Mr. Giles, the South Australian Company's manager there, declares, that, when he gathered his last harvest, one grain of barley had increased more than two thousand fold! So much, in brief, for the *utter worthlessness* of the land.

But admitting that it is a "worthless," "inhospitable," "uninhabited desert," what is to prevent its fine harbour from redeeming it from Mr. James's curse? On page 165, he tells us, that "Sydney, in another century, though situated in a rocky, sandy, ill-watered, and unproductive country, cannot fail of becoming, entirely through its magnificent harbour, the chief of all the cities beyond the southern tropic." The descriptions of the two places are almost parallel. What, then, we would ask Mr. James, is to prevent Nepean Bay from giving to Kangaroo Island an importance commensurate with the town of Sydney?

"The entire island," exclaims Mr. James, "is good for nothing." It is 180 miles long by 80 broad. Has he circumnavigated it? Has he walked even eight miles from Kingscote to "the Farm?" Nay, did he ever land at Nepean Bay? We understand not. He has affirmed, that it was uninhabited at the very time when no less than six vessels had landed their passengers upon it;—that it is without land and fresh water, when it has never been without either;—and that it is good for nothing, when he had never set his foot upon it!

But we have not yet done with Mr. James. In pages 22 and 23 he has made a most wanton attack upon the character of Captain Duff, formerly in command of the *Africaine*.* The delightful appearance of the shores of Kangaroo Island, induced the gentlemen in the after-cabin, passengers on board the *Africaine*, to propose to Captain Duff to allow them to go on shore at Morrell's boat-harbour, situated between Cape Borda and Cape Forbin, that they might travel over land to Nepean Bay. This request was complied with, but the gentlemen saw occasion to alter their intention. The journey was then undertaken by Dr. Slater, Mr. Osborne, Mr. Nantea, Mr. Warren, and Mr. Robert Fisher. We have a narrative of this excursion, (which, as the sequel will show, terminated in the loss of Dr. Slater and Mr. Osborne,) written by Mr. Fisher, one of the five, and our readers will be able to judge, from our corrections of Mr. James's recital of the affair, how

* Mr. James attempts to shield himself from the visitations of the law in this and other places, by inserting stars and dashes instead of the names of the parties whom he has so grossly libeled up and down his book. Such, indeed, was his misgiving in one instance, page 73, where Mr. Fisher's name had accidentally transpired in the passage of the sheet through the press, that he has had it carefully erased with the pen-knife!

much, or rather how little, dependence is to be placed on his word. In describing their being put on shore, he says,

"The boat was lowered, however, six quart-bottles of water and a few common eatables given in charge of the sailors, and they pulled ashore and landed five of the passengers, including the surgeon of the ship."—page 23.

"It was near this last headland that Mr. — and —, of the —, landed the five unfortunate passengers before-mentioned, with three days' biscuit and seven bottles of water."—page 101.

Now the "few common eatables" and the "three days' biscuit" consisted of salt beef, pork, biscuit, &c.; and the "six quart bottles of water" (seven in another place) were six bottles of rum!

Mr. James continues :—

"Three of them, after wandering in the woods nearly a week, were discovered and brought in exhausted through fatigue and want of nourishment, and the total impossibility of finding a drop of water, whilst the other two have never since been heard of, and have been left miserably to perish a horrible death, and without an effort ever being made to collect their wretched bones for decent sepulture. The captain, who is always considered the guardian and protector of his passengers, was justly blamed, not only for leaving them on a desert island to drop down and die, but for not immediately taking proper pains to go out in the woods and make a search for their poor bodies."

The above passage is full of misrepresentations. "Three of them were discovered and brought in." They were not discovered. They found their way to Kingscote without a guide. "No efforts were made," &c. Let us hear Mr. Fisher himself, one of the party, on this point.

"The next morning," says Mr. Fisher, "we found that the greatest anxiety was entertained for our safety by those of the settlement, and by our fellow-passengers on board the *Africaine*; that the islanders with their wives had been despatched in various directions over the island; and a boat sent ashore the coast to trace us, if possible, immediately on the arrival of the *Africaine*. Each night we were out, carbuncles were fired, and fires made on the highest hills in various directions. The footsteps we observed, and the gun we heard fire at Morrell's Lagoon, proved to have been made by one of the parties who had been in search of us. All this was done under the immediate directions of Mr. Samuel Stephens, Manager of the South Australian Company, Dr. Wright, and Mr. Hallett, whose exertions and anxiety on this occasion deserve our warmest thanks. Up to the time I write, nothing, unfortunately, has been heard of Dr. Slater or Mr. Osborne, except that the islanders had observed their track, and followed it some considerable distance. One black woman was out sixteen days, without being able to discover them."

But "the captain was justly blamed for leaving them on a desert island." It was not a desert island, and that Captain Duff knew well. But who blamed the captain? The survivors? No; but they blamed Captain Sutherland. "Had we not had confidence in Captain Sutherland's report," adds Mr. Fisher, "we should not have been induced to go further into the interior, but have returned to the coast and made our way along its shores to Nepean Bay."

But Mr. James's object appears to have been to damage the South Australian Company as well as the colony; and his attacks upon the directors and managers of that respectable commercial proprietary, are of the most reckless and libellous character.

To begin at the beginning, he says, pp. 23 and 24, "There is nothing worth seeing at Kangaroo Island but the reckless waste and

destruction going on with a certain company's costly steam-engine, machinery, and patent slip, half covered with the tide in Nepean Bay." And page 170 he tells us, that "the last he saw of the steam flour mill and patent slip was *lying fathoms deep in the sands* in May, 1838, rusting and rotting where it had been landed years ago, on the shores of Nepean Bay." If lying fathoms deep in the sands, how could it be rotting on the shores? It had not been landed many months when Mr. James saw it rotting fathoms deep in the sands.

On page 87, Mr. James gives the following, as forming an item on some settler's profit and loss account.

[Deduct Exchanging optional Notes of South Australian Co.'s Bank, 3 per cent. for specie..... £6 4 0]

The Company's notes are cashed in *specie* without any charge; but, we believe, if *gold* be wished, the usual premium of that metal in the other colonies; namely, 5 per cent., is also required in South Australia. Again, says Mr. James, page 89:

"Yonder neat-looking low brick cottage, [it is a stone building] is the Bank, and transacts all the business of the Colony in that way, and, as far as it goes, is a most thriving concern; it issues notes of all sorts and sizes, but they have all got the optional clause in them. They charge ten per cent. for the use of these pieces of paper, and when you take them for payment, they charge you one shilling premium on every sovereign!"

To assert that the Company "charge ten per cent. for the use of these pieces of paper" (notes), is unfair. Ten per cent. is the current interest in the colony on *money* lent; but the colonist borrowing of the bank is not obliged to take its notes. Then again, the publication of the copy of one of these notes, with the optional clause in it, and without any explanation, is most malicious. Before one of the Company's notes, bearing the optional clause, was issued, notice was given that that clause would never be acted upon; but that the notes would immediately be exchanged on *demand* for specie; and this notice has been rigidly adhered to. The clause was originally inserted as a precautionary measure during the infancy of the colony, when a large stock of specie would have been hazardous, from the uncertainty of proper means of security; but the Company's agent, finding, on his arrival, but little ground for apprehension, at once acted as stated. Very large supplies of specie have been forwarded to the colony by the Company, fully adequate, we understand, to its demands, and new notes went out 12 or 14 months ago.

The copy of the note which Mr. James prints, is dated Adelaida, 2nd January, 1837; and, although he was in the colony up to May, 1838, and must have known that the optional clause was never acted upon; he has not the common honesty to acknowledge it! Another proof what petty deceit he is capable of practising.

On pages 132 and 170, 171, there are several very actionable reflections on the Company's management, which, for the protection of the shareholders, the directors ought to bring before a jury. His statements respecting their shipping are all either greatly exaggerated or wholly untrue; and his allusions to their coming balance-sheet, and

the expression of his fears that their dividends will be "few and far between," speak too plainly to require one word of comment. But after charging them with the pursuit of branches of trade long since given up—losses for which they were no way responsible, and a catalogue of catastrophes which never happened, he adds, "such are almost the every-day occurrences of this company!" What can have induced Mr. James to print such a series of libels upon this company we are at a loss to divine, unless it should turn out that its manager at Adelaide thought it but prudent to refuse to afford him any pecuniary accommodation.

There are a few other trifling discrepancies scattered up and down Mr. James's book, which, although of no great moment as affecting the colony, may as well be recorded to illustrate that gentleman's singular accuracy and regard to truth! Here is one:

"The buyers of the twelve hundred town acres would feel much disappointment, "With regard to the town acres these town acres would feel much disappointment, being limited to one thousand," &c.—page 34.

page 148.

Now, neither statement happens to be right. If Mr. James will consult the map or any authorized publication, he will find that the town consists of 1040 acres, exclusive of squares, streets, and quays.

Another slight discrepancy in figures occurs in the following passages:—

"All the hundreds of bullocks now employed dragging up wagon loads of luggage and merchandise from Adelaide Swamp to Adelaide Township may then be dispensed with; and go a ploughing, as they ought to have done long since, which will save £20,000 a-year to the settlers in the item of land-carriage alone."—page 34.

"All the bullocks and horses in the colony, instead of being employed at the plough, are employed at this [the carrying trade], which is a dead loss to the settlers of £30,000 a-year."—page 89.

The charge for the carriage of goods from the port to Adelaide is 2*l.* per ton. This Mr. James considers ruinous to the colonists, and yet he mentions, page 186, that at Goulburn the carriage of goods from Sydney, a distance of 140 miles, is thought low at 1*l.* a ton! Rum he quotes at 20*s.* a gallon; tobacco 8*s.* per pound; and salt 20*s.* per cwt.; and, for all that, he says "the place is as *salubrious* as it is *prosperous*," in proof of which he tells us, on the very same page, that "the country is as hot in summer as it is cold in winter, and the place is cursed with swarms of innumerable grasshoppers, which fly about the plains, which are *forty miles* round, and eat up every green thing"!!!

Even the price of bread Mr. James cannot give without contradicting himself.

"A respectable person in Sydney, fearing that the quartet loaf was as high as twenty pence in South Australia, and it has never been less than eighteen pence," &c.—page 26.

William Purcell is now [Feb. 24, 1838] selling bread of a superior quality at sixteen pence per quartet loaf, for cash only."—page 263.

The following numerical statements are not according to Cocker. Page 33, Mr. James asserts that the town contains "3000 inhabitants only;" page 54, they become "a scanty population of only 2800

persons;" but in his postscript he enumerates them at "five thousand."

His representations concerning Captain Sturt are ludicrously inconsistent.

"With regard to Captain Sturt, he can well afford to rest upon his laurels; and, besides, having become nearly blind with the heat and glare of Australian sands, he has now given hostages to fortune, and, as Bacou says, 'is not so fit for daring exploits, as when he was a bachelor.'"
—page 168.

It is for Mr. James to explain how Captain Sturt became nearly blind "with the heat and glare of Australian sands," when he was sailing 1200 miles down a river, "and of course considerably below the surface soil!" The fact is, it was the constant use of his glass, and not the glare of the Australian sands, which nearly cost the enterprising Captain his eye-sight.

Here are two specimens of the confusedness and contradiction of Mr. James's statements, and of the way in which he would mislead intending emigrants.

"For a small capitalist, it [Sydney and New South Wales] is not so good a place as either *Van Diemen's Land*, Port Philip, or South Australia."—page 160.

"In South Australia labour is the best capital you can have."—page 38.

The following contradictions require Mr. James's elucidation of their obscurity.

"Of course, the establishment of this new colony in South Australia, must operate, to a certain extent, as an opposition to the older ones of Sydney and *Van Diemen's Land*; and it might have been expected that the principal feature to attract settlers to the new concern, would have been a *superior cheapness* in the article sold [land]."—page 151.

Touching the first settlement of the colony, we have caught Mr. James tripping.

"There have been some terrible blunders committed in the first starting of South Australian colonization; although, considering how long the first proprietors were working in the dark, and how small

"Had that excellent man and judicious explorer [Captain Sturt] not been in a boat, and, of course, considerably below the surface soil, when he made his memorable voyage down the Murray, he would have ascertained the nature of the adjacent country."—page 14.

"A young man with a little capital will be able to do much better with it at Port Phillip, than in any part of *Van Diemen's Land*."—page 58. And, again, in the same page, "the advantages offered to emigrants with a small capital going out to *Van Diemen's Land* to become farmers, no longer exist."

"The best capital, next after ready money, to take to these new countries, is health and strength, and a hard pair of hands suitable for rough work."—page 73.

"Next to the delightful mildness of its climate, and the simple state of its society, there is nothing which so strongly recommends the new colony of South Australia, as its entire freedom from convicts and conviction. Perhaps it might be called the most distinguishing feature in the whole picture, and the very one which gives it so vast a superiority over the old penal colonies of New South Wales and *Van Diemen's Land*."—page 151.

"The difficulties and expenses of the early promoters of the scheme, are hardly ever alluded to—and would not be credited, if related—whilst those who were once the loudest and most zealous in the

a portion of assistance they derived from the information of any practical or experienced persons, the wonder is that, upon the whole, they have done so well."—page 11.

"Long obscuring and beginning late" has been of great advantage to the first settlers."—page 206.

"An obscure rivulet" christened a street!

In the following passages we discover Mr. James tripping again.

"No, no; South Australia, though a beautiful sheep and cattle country, will never arrive at any very great commercial importance, nor can it ever maintain any dense population, for want of rivers, and therefore will never be the 'England of the Southern hemisphere.' But there is a country, not a great way off, that will be the Great Britain of the south in process of time, and that country is New Zealand."—page 131.

But what is Mr. James's conclusion of the whole matter?

"Thus the colony will ultimately succeed, there is hardly room for two opinions."—page 11.

"This puffing is the more to be regretted, because the colony is a very good colony, if they would only let it alone, and not smother it with their ridiculous, inflated, and intemperate praises."—page 170.

"Upon the whole, then, after a residence of six months in South Australia, I have no hesitation in pronouncing it a very fine country, and thoroughly adapted, by its soil, climate, and situation, for a flourishing English colony."—page 205.

cause, perhaps are either dead, ruined, or gone away; and nothing seems to recall the recollection of them, but some humble mementos in the colonial maps, where perchance an obscure rivulet or intended street is christened Smith street, or Brown street."—pp. 40, 41.

"Sydney, in another century, though situated in a rock, sandy, ill-watered and unproductive country, cannot fail of becoming, entirely through its magnificent harbour, the chief of all the cities beyond the Southern tropic, and will ever remain a striking monument of the judgment and discrimination exercised by its founder, Captain Philip, R. N."—page 165.

"It requires no ghost to tell us what will be the result of a new colony beginning where most other colonies leave off: viz., with races and plagues: but this is South Australia, as the Ex-Secretary said, the modern Utopia."—page 89.

"In another six months there will be bitter disappointments, and no doubt: many gloomy accounts will be received from the colony from parties who have gone out under strongly-excited expectations. Five thousand people, by this time, Christmas 1838—9, are congregated in the miserable village of Adelaide, and, without growing a potatoe, are dependent for every meal of victuals upon foreign supply. The chances are, therefore, for the present, greatly against the Colony; and it is to be feared, that in some articles of first necessity, a scarcity may arise very much to the prejudice of the middling classes of the community, or that portion who have very little capital in money, and who are unused to labour."—Postscript.

Such are some of Mr. James's conflicting but deliberately recorded opinions of a country, which, he tells us, he has "extensively examined with his own eyes," opinions to the truth of which he more than once pledges himself! We had marked many other passages on which to animadvert; for there is scarcely a page which does not contain an untruth, or is not distinguished by some bunglingly attempted concealment, or wilful distortion of the truth. After the tissue of falsehoods and misrepresentations of which he stands convicted, the reader will hardly suppose that Mr. James has had the unparalleled

impertinence to dedicate his libellous publication "to the Honourable the Colonization Commissioners of South Australia," assuring them, "that it cannot fail of becoming, one day or other, a fine English colony;" and hypocritically declaring, page 64, that he shall "constantly pray (?) that this fair and fertile province may be fitted with wise and united counsels—with the first and the latter rail—
AND THAT IT MAY STRETCH OUT ITS BRANCHES TO THE SEAS AND TO THE FLOODS."

But who is *T. Horton James, Esquire?* Although he tells us, page 72, that he left the colony in company with a convicted felon, (on page 82, he says, he left in *May*, and on page 148, that he left in *June*,) we believe him to be a man of respectability and of some education; and, moreover, he has brought over with him a certificate purporting to be signed by the judge, &c., of which the following is a copy:—

"Adelaide, May, 1838.

"Mr. James has travelled some thousands of miles in South Australia, Port Philip, New South Wales, Van Diemen's Land, and New Zealand; and, from his intimate knowledge of this part of the world, we feel assured that no one can give a better opinion about emigration to these colonies, than Mr. James.

(Signed) by the JUDGE,
SHERIFF,
TREASURER,
SECRETARY,
MERCHANTS,
MAGISTRATES,

and numerous other [22 out of a population of 5000] principal inhabitants of the new colony."

We have not seen the document, but we feel persuaded that the attesting parties never saw what Mr. James intended to make public, and that they could not have believed him capable of issuing such a publication as has just passed under our review. We will venture further to affirm, that the document does not bear the signs-manual of the respectable firm of Hallett and Duff, or of those ubiquitous professional gentlemen, Messrs. John Doe and Richard Roe.

On a review of the whole case the question occurs, Is it possible that a man so well educated as Mr. James evidently is, a man of such acuteness of mind, one who has travelled so far and is conversant with mankind in so many countries—is it possible that such a man can have put forth such a book as that which has appeared in his name? We can only answer this question in the negative. It is extremely probable that the manuscript in its original state was, at all events, free from those manifest and violent contradictions exposed in such numbers in the foregoing pages. In its printed form, the volume has every appearance of having been purchased by parties whose interest it was to disparage the colony, and turn back the stream of emigration flowing to its shores. To the probability of this conjecture it is by no means necessary that the manuscript should have been so tampered with as to make its perverted statements consistent with each other. To nullify any tendency it might have had to encourage emigration to South Australia, it was quite sufficient to make it the mangle-wangle that it is. The result of a perusal, on any sensible mind, cannot be other than this. The statements of this man are so con-

tradicory, that there is really no knowing what to believe, and, therefore, the safest way will be not to go to a colony of which even an eye-witness can give no more satisfactory account. If, it will be concluded— if South Australia be such a place, and in such a condition, that a mere visitor, and one who has seen a great deal of the world, and possesses an intelligent mind, was so bewildered as to be unable to give a straightforward and harmonized account of what he saw and heard, much more difficult must be the situation of a man going out to settle, and wanting to know how to turn his little all to the best account. But in not imputing to Mr. James the actual concoction of the farrago of contradictions and absurdities which bears his name, we pay a compliment to his understanding, which we are bound to counterbalance by a strong censure of his want of moral honesty. It is as base in a man to allow others to publish with his name, or to publish without his name, a statement which, originating with him, they have changed, interpolated, and perverted at their pleasure, and to serve their own ends, as it would be to do all this himself; and, therefore, whether our conjecture be right or not, Mr. James is fixed with the charge of having most audaciously trifled with the truth, and with the public.

Another reflection arises out of the investigation we have made. The book we have shown to be as full of the absurd as and most palpable contradictions as it is full of leaves, has been reviewed by some score of critics, and praised and recommended by every one. Even the *Spectator*, a journal we still believe to be incorrupt, and used to consider particularly careful not to give an opinion of books without due reading and deliberation, does not appear to have observed any of the numerous discrepancies which it contains. All this shows how little reliance is to be placed on periodical critics, and how necessary it is for every one interested in the subject of a publication to read for himself—a consequence only to be deplored as encouraging the sale of nefarious publications, which, under the hand of a conscientious reviewer, might be extermiated at once.

POSTSCRIPT.

Mr. James repeatedly assures us, that he has had great experience in the penal settlements; and for once we believe him, and regret that he should ever have migrated to the "purer province." We stop not to inquire whether he carried with him thither letters commendatory from the judge, sheriff, &c., of Sydney, to their trusty and well-beloved brothers in South Australia, (the suddenness of his departure may have prevented those official functionaries from conferring that distinguished honour upon him); neither do we care to know in what particular line his boasted experience was acquired. Our object here is simply to place before the public, particularly the Sydney Emigration-mongers, and their *Man Friday*, the author of the "*Impartial Examination*, &c.," a few choice specimens of Mr. James's estimate of that colony and of its convict population.

On pages 19 and 160, he states, that, although New South Wales comprehends "one hundred millions of acres of land, *nineteen out of every twenty are good for little or nothing*;" and, page 165, "that the first land worth the expense of cultivating is twenty miles from Sydney!"

Then again, page 160, we have the following:—"The climate and convicts of Sydney will for ever be objections to it."

The following extracts strikingly contrast the state of society in the two colonies.

"Unlike Hobart Town and Launceston, where the same class of men are almost unknown, the convict population of Sydney is a great annoyance to the respectable emigrants from England. Owing to the excessive countenance afforded them by the late Governor Macquarie, who seems to have given himself up, body and soul, to the convict party, they are now the principal landholders in the neighbourhood of the town, and more than one half of the Sydney houses belong to them. On Sundays their equipages are to be seen in every direction on the South Head and Park-nut Roads, many verifying the old adage about the beggar on horseback, forgetting too soon those circumstances in their lives which other people so provokingly remember; and being anxious only to show their skill in slashing and driving over those very roads, which formerly, perhaps, many of them were employed in making."—page 164.

"But the female convicts are even worse than the male, inasmuch as they are made, of necessity, and for want of better, the household servants of the families in New South Wales and Van Diemen's Land, and to a great extent the nurses, companions, and guardians of their infant children. Only think of being compelled to select our female domestics from the sweepings of Temple Bar and Ludgate Hill at midnight!"—page 44.

"There seemed, also, a freshness and gentility about the females of South Australia, contrasting very favourably with the rubbish of Sydney; and a person coming

from the Eastern colonies would not fail to be struck with the superior ruddiness, simplicity, and purity of the South Australian damsels."—p. 33.

"After a long experience in New South Wales and Van Diemen's Land, and when one is away from those great Lazar-houses, and can contemplate, at a distance, the leper-like baseness and deformity of convict society in those colonies, the friends of South Australia may congratulate themselves with the highest satisfaction, that the moral virus of contamination is for ever excluded from their shores—they may go on their way rejoicing, and call down blessings on the heads of those good men who first framed the constitution of the new colony, and to whom they are so deeply indebted for a riddance of such a pestilence."—page 61.

"It is to be hoped, therefore, that the benevolent example of convicts and convictism from which the new colony of South Australia is happily so free, will be duly appreciated by the settlers there. It covers a multitude of objections to the new province; for these can be cured—the other not."—page 52.

On page 136, Mr. James exhibits a statement of the government expenses of Sydney, for the year 1838, and colonial ways and means to meet them. One item is "Customs' duties on spirits, 140,000/-; another—"Licences for retail liquors, 10,000/-." He adds, "Such a budget is highly creditable to so small a colony." Very creditable, Mr. James!

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[From the *Christian Advocate*.]

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